2002

Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

Jurisdiction Report

98

Wythe County
Town of Wytheville
Town of Rural Retreat

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30th highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

Special Routes

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

| | | | | | VV | ythe Maintenand | ce Area | | | | | | | | |
|--|---------------------------|-------|----|--------------|------|-----------------------------|-------------------|-----------------|-------------|-------------------|-------------|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | Tr 2Axle 3+Axle | | 2Trail | - QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | _ | | ZANE STANE | illali | ZITAII | | Tioui | | i actor | | | |
| | 4.12 | 2000 | G | 94% | 1% | Smyth County L 3% 1% | ine 1% | 0% | F | 0.089 | F | 0.565 | 2100 | G | 2002 |
| [11] | 7.12 | 2000 | G | 70 To: | 1 /0 | 98-737 | 1 /0 | 070 | ' | 0.009 | ' | 0.505 | 2100 | J | 2002 |
| <u>(11)</u> | 7.36 | 2400 | G | 94% | 1% | 3% 1% | 1% | 0% | F | 0.089 | F | 0.584 | 2400 | G | 2002 |
| | | | | To | | WCL Wythevil | le | | | | | | | | |
| Town of Wytheville | | | | From: | | WCL Wythevil | la. | 1 | | | | | | | |
| 11 W Lee Hwy | 0.29 | 4600 | G | 94% | 1% | 3% 1% | 1% | 0% | С | 0.103 | F | 0.671 | 4800 | G | 2002 |
| | | | | To: From: | | 24th St | | | | | | | | | |
| (11) 12th St | 2.03 | 8000 | G | 94% | 1% | 3% 1% | 1% | 0% | F | 0.097 | F | 0.54 | 8400 | G | 2002 |
| | | | | To: From: | | US 21 Main S 12th St | t | | | | | | | | |
| 11 Main St | 0.31 | 8400 | G | 94% | 1% | 3% 1% | 1% | 0% | F | 0.086 | F | 0.613 | 8800 | G | 2002 |
| $\frac{\searrow}{m}$ | | | | To: From: | | 4th St | | | | | | | | | |
| (11) Main St | 0.33 | 9800 | G | 94% | 1% | 3% 1% | 1% | 0% | F | 0.084 | F | 0.524 | 10000 | G | 2002 |
| ~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~~ | | 0000 | | From: | 401 | 5th St | 401 | 001 | | 0.00= | | 0.54: | 0700 | | |
| 11 Main St | 0.20 | 9300 | G | 93% | 1% | 2% 4% | 1% | 0% | F | 0.085 | F | 0.544 | 9700 | G | 2002 |
| 11 E Main St | 0.50 | 15000 | G | From: 93% | 1% | 11th St 2% 4% | 1% | 0% | С | 0.081 | F | 0.598 | 16000 | G | 2002 |
| E Main St | 0.50 | 10000 | | To: | 170 | Liberty St | 1 /0 | | 0 | 0.001 | ' | 0.000 | 10000 | | 2002 |
| (11) | 0.78 | 10000 | G | 93% | 1% | 2% 4% | 1% | 0% | F | 0.086 | F | 0.539 | 11000 | G | 2002 |
| | | | | From: | | 139-3 Lithia R | d | | | | | | | | |
| <u>[11]</u> | 0.08 | 10000 | N | 93% | 1% | 2% 4% | 1% | 0% | Ν | 0.086 | Ν | 0.539 | 11000 | Ν | 2002 |
| | | | | To: From: | | I-81 | |] | | | | | | | |
| [11] (81) | 0.96 | | | | | ee I-81 for direct | | | | | | | | | |
| | Combined Traffic: | 50000 | G | 68% To: | 1% | 2% 0% NCL Wythevil | 26% le | 2% | F | 0.101 | Α | 0.501 | 46000 | G | |
| Wythe County | | | | | | | - | I | | | | | | | |
| ~~~~ | | | | From: | | NCL Wythevil | | | | | | | | | |
| 11 81 | 2.18 Combined Traffic: | E0000 | c | 68% | 1% | ee I-81 for direct 2% 0% | ional trat 26% | fic volui 2% | me est F | mates fo 0.101 | r this | ŭ | 46000 | 0 | |
| | Combined Franc. | 50000 | G | 00% To: | 170 | | 20% | 2% | Г | 0.101 | А | 0.501 | 46000 | G | |
| <u>(11)</u> (81) | 2.61 | | | From: | Se | F-42 ee I-81 for direct | ional tra | ffic volui | me est | imates fo | r this | seament. | | | |
| | Combined Traffic: | 53000 | G | 69% | 1% | 2% 0% | 26% | 2% | F | 0.066 | F | | 50000 | G | |
| | | | | To: From: | | US 52; SR 12 | 1 | | | | | | | | |
| (11) (81) | 1.44 | | | 110111 | Se | ee I-81 for direct | | ffic volui | me est | imates fo | r this | segment. | | | |
| \smile | Combined Traffic: | 49000 | G | 68% | 1% | 2% 0% | 26% | 2% | F | 0.066 | F | | 46000 | G | |
| | 0.04 | | | To: From: | - | I-77 Fort Chisw | | · · · · · · · · | | | 41- ! | | | | |
| 11 81 | 2.31 Combined Traffic: | 36000 | G | 69% | 1% | ee I-81 for direct 2% 1% | ionai trai 26% | ric volui 2% | me est F | 0.062 | r this F | segment. | 36000 | G | |
| | Combined Trainc. | 30000 | | To: | 1 /0 | 98-619 | 20 /0 | 2 /0 | ı | 0.002 | ' | | 30000 | 0 | |
| (11) (81) | 1.99 | | | From: | Se | ee I-81 for direct | ional tra | ffic volui | me est | imates fo | r this | segment. | | | |
| | Combined Traffic: | 36000 | G | 69% | 1% | 2% 1% | 26% | 2% | F | 0.065 | F | Ü | 36000 | G | |
| | | | | To: From: | | 98-618 | | } | | | | | | | |
| (11) (81) | 1.44 | | | | | ee I-81 for direct | | | | | | • | | | |
| ~ ~ | Combined Traffic: | 37000 | F | 69% To: | 1% | 2% 1% Pulaski County I | 26% | 2% | F | 0.070 | F | 0.522 | 36000 | F | |
| | | | | From: | | Grayson County I | | | | | | | | | |
| 21 | 5.32 | 1500 | G | 92% | 0% | 4% 1% | 3% | 0% | F | 0.090 | F | 0.569 | 1500 | G | 2002 |
| | | | | To: From: | | 98-684 | | | | | | | | | |
| 21 | 3.67 | 2000 | G | 92% | 0% | 4% 1% | 3% | 0% | F | 0.093 | F | 0.530 | 2100 | G | 2002 |
| | | | | To: From: | | 98-690 | | } | | | | | | | |
| 21 | 6.18 | 4500 | G | 92% | 0% | 4% 1% | 3% | 0% | F | 0.098 | F | 0.689 | 4600 | G | 2002 |
| ~ | | | | To: | | SCL Wythevill | le | | | | | | | | |

| | | | | | VV | ythe Main | itenance | Area | | | | | | | | |
|----------------------|-------------------|-------|----|-------------------|-------|----------------|--------------------|----------|----------|--------|--------------|---------|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Truc 3+Axle ´ | | 2Trail | - QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Town of Wytheville | | | | | | | | | | | | | | | | |
| ~ a | | 4000 | _ | From: | 00/ | | ytheville | 00/ | 00/ | _ | 0.000 | _ | 0.054 | 5000 | _ | 0000 |
| (21) Grayson Stree | et 0.93 | 4800 | G | 94% | 0% | 3% | 1% | 2% | 0% | С | 0.098 | F | 0.654 | 5000 | G | 2002 |
| • | | | | From: | | | yson St | | | | | | | | | |
| 21 Main Sreet | 0.49 | 6500 | G | 94% | 0% | 3% | 1% | 2% | 0% | F | 0.090 | F | 0.704 | 6800 | G | 2002 |
| 21) | | | | To | | | | | | | | | | | | |
| 21 11 Main St | 0.31 | 8400 | G | From: 94% | 1% | 3% | 12Th St | 1% | 0% | F | 0.086 | F | 0.613 | 8800 | G | 2002 |
| (21) (11) Main St | 0.51 | 0400 | • | 70 To: | 1 /0 | | IN ST | 1 /0 | 070 | ' | 0.000 | • | 0.013 | 0000 | J | 2002 |
| | | | | From: | | | n Street | | | | | | | | | |
| 21 4th St | 0.06 | 7300 | G | 92% | 1% | 2% | 3% | 2% | 0% | F | 0.095 | F | 0.533 | 7600 | G | 2002 |
| \bigcirc | | | | Tax | | Monro | oe Street | | | | | | | | | |
| 21 4th St | 0.47 | 11000 | G | 92% | 1% | 2% | 3% | 2% | 0% | F | 0.09 | F | 0.564 | 11000 | G | 2002 |
| (21) | | | | To: | | | lge Rd | | | | | | | | | |
| ~~~ | | | | From: | | W R | idge Rd | | | | | | | | | |
| (21) 4th St | 0.40 | 11000 | G | 92% | 1% | 2% | 3% | 2% | 0% | С | 0.095 | F | 0.567 | 11000 | G | 2002 |
| ~ | | | | To: From: | | Taze | well St | | | | | | | | | |
| 21 4th St | 0.12 | 11000 | G | 92% | 1% | 2% | 3% | 2% | 0% | F | 0.089 | F | 0.564 | 11000 | G | 2002 |
| \bigcirc | | | | To: | | I-81; | US 52 | | | | | | | | | |
| Wythe County | | | | | | | | | | | | | | | | |
| ~~~ | | | | From: | | | County Line | | | | | | | | | |
| [52] | 0.31 | 1100 | G | 92% | 0% | 3% | 4% | 1% | 0% | F | 0.092 | F | 0.551 | 1100 | G | 2002 |
| <u> </u> | | | | To: From: | | 98-607 P | oplar Camp |) | | | | | | | | |
| 52 | 3.16 | 1600 | G | 92% | 0% | 3% | 4% | 1% | 0% | F | 0.094 | F | 0.574 | 1600 | G | 2002 |
| | | | | To: | | 98 | 3-619 | | | | | | | | | |
| (52) | 5.12 | 2800 | G | 95% | 1% | 2% | 2% | 1% | 0% | F | 0.090 | F | 0.638 | 2900 | G | 2002 |
| 52 | J | | _ | - T | . , , | | | . , , | | · | 0.000 | • | 0.000 | | • | |
| | 0.87 | 8700 | G | 95% | 1% | 2% | 3-736 2% | 1% | 0% | F | 0.088 | F | 0.574 | 8900 | G | 2002 |
| 52 | 0.07 | 6700 | G | 95% | 170 | 2% | 2% | 170 | 0% | Г | 0.000 | Г | 0.574 | 0900 | G | 2002 |
| ~~~ | | | | From: | | | I-81 | | | | | | | | | |
| [52] [81] | 2.31 | | | | | ee I-81 for | | | | | | or this | segment. | | | |
| ~ ~ | Combined Traffic: | 53000 | G | 69% | 1% | 2% | 0% | 26% | 2% | F | NA | | | 50000 | G | |
| | | | | To: From: | | F | 7-43 | | } | | | | | | | |
| [52] (81) | 2.37 | | | | Se | ee I-81 for | r directior | nal traf | fic volu | me est | imates fo | or this | segment. | | | |
| \bigcirc | Combined Traffic: | 50000 | G | 68 <u>%</u> | 1% | 2% | 0% | 26% | 2% | F | 0.101 | Α | 0.501 | 46000 | G | |
| | | | | To: | | NCL W | Vytheville | | | | | | | | | |
| Town of Wytheville | | | | | | | | | | | | | | | | |
| \sim | | | | From: | | | Vytheville | -11 | ·c: - · | | | | | | | |
| 52 81 | 0.93 | =000 | _ | | | ee I-81 for | | | | | | or this | segment. | 400 | _ | |
| ~ | Combined Traffic: | 50000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | NA | | | 46000 | G | |
| ~~~ | | | | To: From: | | U | S 11 | | | | | | | | | |
| (52) (81) | 1.29 | | | | Se | ee I-81 for | | | | | | or this | segment. | | | |
| \sim \sim | Combined Traffic: | 45000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | NA | | | 42000 | G | |
| | | | | To: From: | | <u>I-</u> 77 W | ytheville | | | | | | | | | |
| (52) (81) | 1.99 | | | | Se | ee I-81 for | r direction | nal traf | fic volu | me est | imates fo | or this | segment. | | | |
| \smile | Combined Traffic: | 26000 | G | 75 <u>%</u> | 1% | 2% | | 20% | 1% | F | NA | | | 26000 | G | |
| | | | | To: | I | HOLSTON I | | MP | | | | | | | | |
| \sim | 4.00 | 0400 | _ | From: | 00/ | | B Ramp | 40/ | 00/ | _ | 0.005 | _ | 0.054 | 0500 | 0 | 0000 |
| [52] | 1.89 | 2400 | G | 97% To: | 0% | 1% | 1% | 1% | 0% | С | 0.095 | F | 0.651 | 2500 | G | 2002 |
| • | | | | 10. | | WCL V | Vytheville | | | | | | | | | |
| Wythe County | | | | From: | | WOL 1 | Vz +b'11 | | | | | | | | | |
| (F2) | 2.67 | 1200 | G | 94% | 1% | 4% | Vytheville 0% | 1% | 0% | F | 0.092 | F | 0.7 | 1200 | G | 2002 |
| [52] | 2.07 | 1200 | G | J 4 70 | 1 /0 | | | 1 /0 | U /0 | 1" | 0.092 | 1. | 0.7 | 1200 | G | 2002 |
| ~~ | _ | | | From: | | | 3-680 | | | _ | | | | | | |
| (52) | 7.32 | 870 | G | 94% | 1% | 4% | 0% | 1% | 0% | F | 0.097 | F | 0.595 | 890 | G | 2002 |
| ~ | | | | To: | | Bland C | ounty Line | | | | | | | | | |

| | | | | | W | vthe Mai | intenand | ce Area | | | | | | | | |
|---------------------------------|---------------------|--------|----|--------------|------|------------------|-----------------|----------------|----------|--------|--------------|----|---------------|-------|----|------|
| Route | Length | AADT | QA | 4Tire | Bus | | Trı 3+Axle | uck 1Trail | 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 20 626 G | d CA . | c: 111 | | | | | | | | |
| 69 | 1.78 | 1000 | G | 92% | 2% | 98-636 Sou 2% | 1% | 3% | 0% | F | 0.08 | F | 0.516 | 1100 | G | 2002 |
| 69) | 0.25 | 1000 | N | From: 92% | 2% | Carroll 2% | County L 1% | ine 3% | 0% | N | 0.08 | N | 0.516 | 1100 | N | 2002 |
| (69) | 1.26 | 1300 | G | From: 92% | 2% | Carroll 2% | County L 1% | ine 3% | 0% | F | 0.08 | F | 0.579 | 1400 | G | 2002 |
| | 0.30 | 1800 | G | From: 93% | 2% | I-77 West 2% | of Poplar 2% | Camp 1% | 0% | F | 0.083 | F | 0.525 | 1800 | G | 2002 |
| 69 | 0.00 | 1000 | | To: | 270 | | Poplar Ca | | 070 | • | 0.000 | • | 0.020 | 1000 | | 2002 |
| North | | | | From: | | Carroll | County L | ine | | | | | | | | |
| $(\overline{77})$ | 9.17 | 22000 | G | 69% | 1% | 2% | 1% | 25% | 2% | F | 0.069 | F | | 20000 | G | 2002 |
| | Combined Traffic: | 39000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 0.074 | F | 0.504 | 36000 | G | |
| North South | | | | To: From: | | I-81 F | ort Chiswo | ell | - | | | | | | | |
| (77) (81) | 0.93 | 25000 | G | 70% | 1% | 3% | 0% | 24% | 2% | F | 0.072 | F | | 23000 | G | 2002 |
| (1) (1) | Combined Traffic: | 49000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | NA | | | 46000 | G | |
| | | | | To: From: | - | | 2; SR 121 | | <u></u> | | | | | | | |
| North South | 0.04 | 20000 | _ | · | 40/ | | | | 20/ | _ | 0.000 | _ | | 07000 | 0 | 2002 |
| 77 81 | 2.31 | 29000 | G | 70% | 1% | 3% | 0% 0% | 24% | 2% | F | 0.066 | F | | 27000 | G | 2002 |
| - | Combined Traffic: | 53000 | G | 69% | 1% | 2% | 0% | 26% | 2% | F | NA | | | 50000 | G | |
| North South | | | | To: From: | | | F-43 | | - | | | | | | | |
| (77) (81) | 2.37 | 25000 | Α | 70% | 1% | 3% | 0% | 24% | 2% | Α | 0.117 | Α | | 23000 | Α | 2002 |
| | Combined Traffic: | 50000 | G | 68 <u>%</u> | 1% | 2% | 0% | 26% | 2% | F | 0.101 | Α | 0.501 | 46000 | G | |
| | | | | To: | | NCL | Wythevill | e | | | | | | | | |
| Town of Wytheville | 2 | | | | | 1101 | *** 1 11 | | | | | | | | | |
| North South | 0.93 | 25000 | Α | 70% | 1% | 3% | Wythevill 0% | e 24% | 2% | Α | 0.117 | Α | | 23000 | Α | 2002 |
| 77 81 | Combined Traffic: | | G | 70% 68% | 1% | 3% 2% | 0% | 24% 26% | 2% 2% | F | NA | А | | 46000 | G | 2002 |
| | Combined Trainc. | 30000 | G | 00 /6 | 1 /0 | | | 20 /0 | 2 /0 | • | INA | | | 40000 | G | |
| North South | | | | From: | | | US 11 | | | | | | | | | |
| (77) (81) | 1.29 | 22000 | G | 70% | 1% | 3% | 0% | 24% | 2% | F | 0.067 | F | | 21000 | G | 2002 |
| \circ | Combined Traffic: | 45000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | NA | | | 42000 | G | |
| North | | | | To: From: | | I-81 | Wytheville | e | - | | | | | | | |
| (77) | 0.59 | 14000 | G | 74% | 1% | 2% | 0% | 21% | 1% | F | 0.072 | F | | 13000 | G | 2002 |
| | Combined Traffic: | 28000 | G | 75% | 1% | 2% | 0% | 21% | 1% | F | 0.072 | F | | 25000 | G | |
| | | | | To: | | Penne | rs Ferry R | ² d | L | | | | | | | |
| North | 0.00 | 4.4000 | _ | From: | 40/ | | | | 40/ | _ | 0.077 | _ | | 40000 | _ | 0000 |
| 77 | 0.23 | 14000 | G | 74% | 1% | 2% | 0% | 21% | 1% | F | 0.077 | F | | 12000 | G | 2002 |
| | Combined Traffic: | 28000 | G | 75% | 1% | 2% | 0% Wythevill | 21% | 1% | F | 0.077 | F | | 25000 | G | |
| W. A. G | | | | | | NCL | vv yuicviii | | L | | | | | | | |
| Wythe County North | | | | From: | | NCL | Wythevill | le | I | | | | | | | |
| (77) | 4.57 | 14000 | G | 74% | 1% | 2% | 0% | 21% | 1% | F | 0.077 | F | | 12000 | G | 2002 |
| \bigcirc | Combined Traffic: | 28000 | G | 75 <u>%</u> | 1% | 2% | 0% | 21% | 1% | F | 0.077 | F | | 25000 | G | |
| | | | | To: | | Bland | County Li | ne | | | | | | | | |
| South | | | | From: | | Carroll | County L | ine | | | | | | | | |
| (77) | 0.33 | 18000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 0.075 | F | | 16000 | G | 2002 |
| \sim | Combined Traffic: | 35000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | NA | | | 32000 | G | |
| South | | | | To: From: | | | SR 69 | | | | | | | | | |
| South (77) | 7.96 | 18000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 0.069 | F | | 16000 | G | 2002 |
| | Combined Traffic: | | G | 70% | 1% | 2% | 1% | 25% | 2% | , F | NA | • | | 36000 | G | _002 |
| | Johnshiller Hallie. | 55000 | 5 | To: | 1 /0 | | | | <u> </u> | | 11/7 | | | 30000 | J | |
| South North | | | | From: | | I-81 F | ort Chiswo | ell | | | | | | | | |
| (77) (81) | 1.44 | 24000 | G | 66% | 1% | 2% | 1% | 29% | 2% | F | 0.066 | F | | 23000 | G | 2002 |
| \sim | Combined Traffic: | 49000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | 0.066 | F | | 46000 | G | |
| | | | | To: | | US 5 | 2; SR 121 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | VV | ythe Ma | | | | | | | | | | |
|-----------------------------|-------------------|--------|-----|--------------|------|-----------|----------------|---------------|----------|--------|--------------|----|---------------|-------|----|---------|
| Route | Length | AADT | QA | 4Tire | Bus | | | uck 1Trail | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County South North | | | | From: | | IIC 4 | 52; SR 12 | 1 | 1 | | | | | | | |
| | 2.61 | 24000 | G | 66% | 1% | 2% | 1% | 29% | 2% | F | 0.066 | F | | 23000 | G | 2002 |
| 77 81 | | | | | | | 0% | | | , F | | F | | | G | 2002 |
| | Combined Traffic: | 53000 | G | 69% | 1% | 2% | | 26% | 2% | Г | 0.066 | F | | 50000 | G | |
| South North | | | | From: | | | F-42 | | | | | | | | | |
| (77) (81) | 2.18 | 25000 | G | 66% | 1% | 2% | 1% | 29% | 2% | F | 0.106 | Α | | 23000 | G | 2002 |
| | Combined Traffic: | 50000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | 0.101 | Α | 0.501 | 46000 | G | |
| | | | | To: | | NCL | Wythevil | le | | | | | | | | |
| Town of Wytheville | e | | | | | | | | | | | | | | | |
| South North | | | _ | From: | | | Wythevil | | | _ | | | | | _ | |
| (77) (81) | 0.96 | 25000 | G | 66% | 1% | 2% | 1% | 29% | 2% | F | 0.106 | Α | | 23000 | G | 2002 |
| \sim | Combined Traffic: | 50000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | 0.101 | Α | 0.501 | 46000 | G | |
| South North | | | | To: From: | | | US 11 | | | | | | | | | |
| (77) (81) | 0.82 | 22000 | G | 66% | 1% | 2% | 1% | 29% | 2% | F | 0.065 | F | | 21000 | G | 2002 |
| (1) (1) | Combined Traffic: | | G | 68% | 1% | 2% | 0% | 26% | 2% | F | 0.065 | F | | 42000 | G | |
| | Johnshied Halle. | -0000 | - | To 70 | 1 /0 | | | | - /0 | ' | 0.000 | • | | | 5 | |
| South | | | | From: | | I-81 | Wythevill | e | <u> </u> | | | | | | | |
| (77) | 1.15 | 14000 | G | 75% | 1% | 2% | 0% | 20% | 1% | F | 0.069 | F | | 13000 | G | 2002 |
| | Combined Traffic: | 28000 | G | 75 <u>%</u> | 1% | 2% | 0% | 21% | 1% | F | NA | | | 25000 | G | |
| | | | | To: | | NCL | Wythevil | le | | | | | | | | |
| Wythe County | | | | | | | | | | | | | | | | |
| South | 0.00 | 4 4000 | _ | From: | 401 | | Wythevil | | 407 | _ | 0.000 | _ | | 40000 | _ | 0000 |
| 77) | 0.02 | 14000 | G | 75% | 1% | 2% | 0% | 20% | 1% | F | 0.069 | F | | 13000 | G | 2002 |
| ~ | Combined Traffic: | 28000 | G | 75% | 1% | 2% | 0% | 21% | 1% | F | 0.077 | F | | 25000 | G | |
| South | | | | To: From: | | Peppe | ers Ferry I | Rd | | | | | | | | |
| (77) | 4.55 | 14000 | G | 75% | 1% | 2% | 0% | 20% | 1% | F | 0.071 | F | | 13000 | G | 2002 |
| | Combined Traffic: | | G | 75% | 1% | 2% | 0% | 21% | 1% | F | NA | • | | 25000 | G | |
| | | | _ ~ | To: | . 70 | | County L | | | | | | | | _ | |
| North | | | | From: | | | County L | | | | | | | , | | |
| (81) | 3.07 | 12000 | G | 74% | 1% | 2% | 1% | 22% | 1% | F | 0.07 | F | | 13000 | G | 2002 |
| 31) | Combined Traffic: | | G | 75% | 1% | 2% | 1% | 20% | 1% | F | 0.071 | F | 0.507 | 25000 | G | |
| | SSSillod Franto. | | - | | . 70 | | | | .,, | • | 5.071 | • | 2.007 | _0000 | _ | |
| North | | | | From: | | SR | 90; 98-680 |) | | | | | | | | |
| (81) | 7.09 | 12000 | G | 74% | 1% | 2% | 1% | 22% | 1% | F | 0.069 | F | | 13000 | G | 2002 |
| | Combined Traffic: | 25000 | G | 75% | 1% | 2% | 1% | 20% | 1% | F | 0.071 | F | 0.516 | 25000 | G | |
| Nonth | | | | To: From: | | | US 11 | | | | | | | | | |
| North | 1.57 | 13000 | G | 74% | 1% | 2% | 1% | 22% | 1% | F | 0.067 | F | | 13000 | G | 2002 |
| 81 | Combined Traffic: | | | | | | | | | | | | | | | 2002 |
| | Combined Framc: | ∠5000 | G | 75% To: | 1% | 2% SCL | 1% Wythevil | 20% le | 1% | F | 0.067 | F | | 25000 | G | |
| | | | | L | | JCL | yuicvii | | | | | | | | | |
| Town of Wytheville North | e | | | From: | | SCL | Wythevil | le | | | | | | | | |
| (81) | 2.03 | 13000 | G | 74% | 1% | 2% | 1% | 22% | 1% | F | 0.067 | F | | 13000 | G | 2002 |
| 01) | Combined Traffic: | | G | 75% | 1% | 2% | 1% | 20% | 1% | F | 0.067 | F | | 25000 | G | |
| | Combined Halle. | _5500 | 3 | | 1 /0 | | | | 1 /0 | • | 5.001 | • | | _0000 | J | |
| North | | | | From: | | | 21; US 52 | | | | | | | | | |
| (81) | 2.27 | 13000 | G | 74% | 1% | 2% | 1% | 22% | 1% | F | 0.069 | F | | 13000 | G | 2002 |
| \smile | Combined Traffic: | 26000 | G | 75% | 1% | 2% | 1% | 20% | 1% | F | 0.069 | F | | 26000 | G | |
| | | | | To: From: | | I-77 | Wythevill | e | | | | | | | | |
| North | 0.00 | 22000 | _ | | 10/ | | | | 20/ | _ | 0.005 | _ | | 24000 | 0 | 2002 |
| 81 | 0.82 | 22000 | G | 66% | 1% | 2% | 1% | 29% | 2% | F | 0.065 | F | | 21000 | G | 2002 |
| ~ | Combined Traffic: | 45000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | 0.065 | F | | 42000 | G | |
| North | | | | To: From: | | | US 11 | | | | | | | | | |
| North | 0.96 | 25000 | G | 66% | 1% | 2% | 1% | 29% | 2% | F | 0.106 | Α | | 23000 | G | 2002 |
| 81 | Combined Traffic: | | G | 68% | 1% | 2% | 0% | 26% | 2% | , F | 0.100 | A | 0.501 | 46000 | G | _002 |
| | Combined Hallic. | 30000 | G | 00 % To: | 1 /0 | | Wythevil | | Z /0 | ı, | 0.101 | ٨ | 0.501 | +0000 | G | |
| | | | | | | NCL | w ymevn | ic | | | | | | | | |

| Route Length AADT CA ATITE Bus Substitution Substitution Combined Traffic Substitution Substit | | | | | | | | | e Alea | aintenand | yune ivi | VV | | | | | |
|--|--------|----|--------|-------|-----|-------|----|----------|--------|-------------|----------|------|---------------------------------------|----|-------|-------------------|--------------------|
| North | QW Yea | Q۷ | AAWDT | | QK | | QC | | | | | Bus | 4Tire | QA | AADT | Length | Route |
| Combined Traffic: | | | | | | | | - | | | 3.7.03 | | r | | | | |
| North | G 200 | c | 23000 | | ۸ | 0.106 | _ | 20/- | | - | | 10/ | | G | 25000 | 2.10 | |
| North | G 200 | | | 0.501 | | | | | | | | | | | | | (81) |
| South Combined Traffic: | G | G | 40000 | 0.501 | ^ | 0.101 | | 2 /0 | 20 /0 | | 2 /0 | 1 /0 | 00 /6 | G | 30000 | Combined Trainc. | |
| Combined Traffic: \$3000 | | | | | | | | | | F-42 | | | From: | | | | North |
| North | G 200 | G | 23000 | | F | 0.066 | F | 2% | 29% | 1% | 2% | 1% | 66% | G | 24000 | 2.61 | (81) |
| South | G | G | 50000 | | F | 0.066 | F | 2% | 26% | 0% | 2% | 1% | 69% | G | 53000 | Combined Traffic: | \smile |
| Second Combined Traffic: 24000 G 66% 1% 2% 1% 29% 2% F 0.066 F 23000 | | | | | | | | - | 1 | 52; SR 121 | US | | To: From: | | | | North |
| Combined Traffic: 4900 G 68% 1% 2% 0% 26% 2% F 0.066 F 46000 | G 200 | G | 23000 | | F | 0.066 | F | 2% | 29% | 1% | 2% | 1% | | G | 24000 | 1 44 | |
| North | G | | | | | | | | | | | | | | | | 01) |
| Combined Traffic: 36000 G 68% 1% 2% 1% 27% 2% F 0.062 F 36000 | | | .0000 | | • | 0.000 | • | | | | | .,, | | | | | |
| Combined Traffic: 36000 G 69% 1% 2% 1% 26% 2% F 0.062 F 36000 | | | | | | | | | | | | | | | | | |
| South | G 200 | | 18000 | | | | | | | | | | | G | | | 81) |
| South | G | G | 36000 | | F | 0.062 | F | 2% | 26% | 1% | 2% | 1% | 69% | G | 36000 | Combined Traffic: | \smile |
| 1.99 | | | | | | | | | | 98-619 | | | From: | | | | North |
| Combined Traffic: 36000 G 69% 1% 2% 1% 26% 2% F 0.065 F 36000 | G 200 | G | 18000 | | F | 0.065 | F | 2% | 27% | 1% | 2% | 1% | 68% | G | 18000 | 1.99 | |
| North State Stat | G | G | 36000 | | F | 0.065 | F | 2% | 26% | 1% | | 1% | 69% | G | 36000 | Combined Traffic: | |
| North Street St | | | | | | | | | | | | | To: | - | | | |
| Combined Traffic: 37000 F 69% 1% 2% 1% 26% 2% F 0.070 F 0.522 36000 | | _ | | | _ | | _ | | | | | | · · · · · · · · · · · · · · · · · · · | _ | | | |
| South Sout | F 200 | | | | | | | | | | | | | | | | 81) |
| South Simyh County Line Simyh County Lin | F | F | 36000 | 0.522 | F | 0.070 | F | 2% | | | | 1% | | F | 37000 | Combined Traffic: | |
| South Sout | | | | | | | | <u>J</u> | | | | | | | | | |
| Combined Traffic: 24000 G 75% 1% 2% 1% 20% 1% F NA 25000 | G 200 | c | 12000 | | _ | 0.074 | _ | 10/ | | | | 10/ | | c | 12000 | 2 22 | |
| South South School Sch | G 200 | | | | Г | | | | | | | | | | | | 81) |
| South | G | G | 23000 | | | INA | Г | 170 | 2070 | | 270 | 1 70 | 75% | G | 24000 | Combined Trainc. | |
| Combined Traffic: 25000 G 75% 1% 2% 1% 20% 1% F NA 25000 South So | | | | | | | | | | SR 90 | | | From: | | | | South |
| South Sout | G 200 | G | 12000 | | F | 0.075 | F | 1% | 19% | 1% | 2% | 1% | 77% | G | 12000 | 6.54 | (81) |
| 1.08 12000 G 77% 1% 2% 1% 19% 1% F 0.073 F 12000 | G | G | 25000 | | | NA | F | 1% | 20% | 1% | 2% | 1% | 75% | G | 25000 | Combined Traffic: | |
| 1.08 12000 G 77% 1% 2% 1% 19% 1% F 0.073 F 12000 Combined Traffic: 25000 G 75% 1% 2% 1% 20% 1% F NA 25000 SCL Wytheville SOUTH SOUTH | | | | | | | | - | | US 11 | | | To: | | | | No 4la |
| Combined Traffic: 25000 G 75% 1% 2% 1% 20% 1% F NA 25000 SCL Wytheville SCL Wytheville | G 200 | C | 12000 | | F | 0.073 | F | 1% | 19% | 1% | 2% | 1% | | G | 12000 | 1.08 | |
| SCL Wytheville South Sout | G 200 | | | | • | | | | | | | | | | | | 01) |
| Scotth S | O | | 20000 | | | 14/ (| • | 170 | | | | 170 | | Ū | 20000 | Combined Traine. | |
| Scotth S | | | | | | | | | | | | | | | | ۵ | Town of Wythoville |
| Combined Traffic: 25000 G 75% 1% 2% 1% 20% 1% F 0.067 F 25000 South | | | | | | | | | e | Wythevill | SCI | | From: | | | | |
| South Combined Traffic: 45000 G 70% 1% 3% 0% 24% 2% F 0.069 F 13000 South Sout | G 200 | G | 12000 | | F | 0.073 | F | 1% | 19% | 1% | 2% | 1% | 77% | G | 12000 | 2.71 | 81) |
| 1.99 13000 G 77% 1% 2% 1% 19% 1% F 0.069 F 13000 Combined Traffic: 26000 G 75% 1% 2% 1% 20% 1% F NA 26000 1.29 22000 G 70% 1% 3% 0% 24% 2% F 0.067 F 21000 Combined Traffic: 45000 G 68% 1% 2% 0% 26% 2% F NA 42000 | G | G | 25000 | | F | 0.067 | F | 1% | 20% | 1% | 2% | 1% | 75% | G | 25000 | Combined Traffic: | |
| 1.99 13000 G 77% 1% 2% 1% 19% 1% F 0.069 F 13000 Combined Traffic: 26000 G 75% 1% 2% 1% 20% 1% F NA 26000 1.29 22000 G 70% 1% 3% 0% 24% 2% F 0.067 F 21000 Combined Traffic: 45000 G 68% 1% 2% 0% 26% 2% F NA 42000 | | | | | | | | - | ļ | 3 21; US 52 | US | | To: From: | | | | 241- |
| Combined Traffic: 26000 G 75% 1% 2% 1% 20% 1% F NA 26000 South 1.29 22000 G 70% 1% 3% 0% 24% 2% F 0.067 F 21000 Combined Traffic: 45000 G 68% 1% 2% 0% 26% 2% F NA 42000 | G 200 | C | 13000 | | F | 0.069 | F | 1% | 19% | 1% | 2% | 1% | 77% | G | 13000 | 1 99 | |
| South 1.29 22000 G 70% 1% 3% 0% 24% 2% F 0.067 F 21000 Combined Traffic: 45000 G 68% 1% 2% 0% 26% 2% F NA 42000 | G 200 | | | | • | | | | | | | | | | | | 81) |
| 81 1.29 22000 G 70% 1% 3% 0% 24% 2% F 0.067 F 21000 Combined Traffic: 45000 G 68% 1% 2% 0% 26% 2% F NA 42000 | | _ | | | | | ' | 1 /0 | | | | 1 /0 | | _ | | | |
| Combined Traffic: 45000 G 68% 1% 2% 0% 26% 2% F NA 42000 | | | | | | | | | | | | | | | | | |
| | G 200 | | | | F | | | | | | | | | G | | | (81) |
| To IIC 11 | G | G | 42000 | | | NA | F | 2% | 26% | 0% | 2% | 1% | 68% | G | 45000 | Combined Traffic: | \sim |
| South From US 11 | | | | | | | | | | US 11 | | | To: From: | | | | South |
| South (81) 0.93 25000 A 70% 1% 3% 0% 24% 2% A 0.117 A 23000 | A 200 | Δ | 23000 | | А | 0 117 | А | 2% | 24% | | 3% | 1% | 70% | Δ | 25000 | 0.93 | |
| Combined Traffic: 50000 G 68% 1% 2% 0% 26% 2% F NA 46000 | G 200 | | | | , , | | | | | | | | | | | | 01) |
| To: NCL Wytheville | 5 | J | -10000 | | | 1 1/1 | • | 2 /0 | | | | 1 /0 | | 5 | 30000 | Johnshied Halle. | |
| Wythe County | | | | | | | | | | | | | | | | | Wythe County |
| South From: NCL Wytheville | | | | | | | | | le | L Wythevill | NCI | | From: | | | | |
| (81) 2.37 25000 A 70% 1% 3% 0% 24% 2% A 0.117 A 23000 | A 200 | Α | 23000 | | Α | 0.117 | Α | 2% | | - | | 1% | 70% | Α | 25000 | 2.37 | |
| Combined Traffic: 50000 G 68% 1% 2% 0% 26% 2% F 0.101 A 0.501 46000 | G | G | 46000 | 0.501 | Α | 0.101 | F | 2% | 26% | 0% | 2% | 1% | 68% | G | 50000 | Combined Traffic: | \smile |
| To: F-43 | | | | | | | | | | F-43 | | | To: | | | | |

| | | | | | W | ythe Mai | intenanc | e Area | | | | | | | | |
|------------------------|----------------------|-------|----|--------------|-------|------------|----------------|--------|--------|------|--------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | 2Trail | - QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | | F-43 | | 1 | | | | | | | |
| South 81 | 2.31 | 29000 | G | 70% | 1% | 3% | 0% | 24% | 2% | F | 0.066 | F | | 27000 | G | 2002 |
| (61) | Combined Traffic: | 53000 | G | 69% | 1% | 2% | 0% | 26% | 2% | F | NA | • | | 50000 | G | |
| | 00111011100 11011101 | | | | . , , | | | | | • | | | | - | | |
| South | | | | From: | | | 52; SR 121 | | | | | | | | | |
| (81) | 0.93 | 25000 | G | 70% | 1% | 3% | 0% | 24% | 2% | F | 0.072 | F | | 23000 | G | 2002 |
| | Combined Traffic: | 49000 | G | 68% | 1% | 2% | 0% | 26% | 2% | F | NA | | | 46000 | G | |
| South | | | | From: | | I-77 F | ort Chiswe | ell | | | | | | | | |
| 81) | 3.20 | 18000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 0.073 | F | | 18000 | G | 2002 |
| | Combined Traffic: | 36000 | G | 69% | 1% | 2% | 1% | 26% | 2% | F | NA | | | 36000 | G | |
| | | | | To: From: | | C | 98-619 | | 1 | | | | | | | |
| South | 4.00 | 40000 | _ | | 40/ | | | 250/ | 20/ | _ | 0.074 | _ | | 40000 | 0 | 2002 |
| 81 | 1.96 | 18000 | G | 70% | 1% | 2% | 1% | 25% | 2% | F | 0.074 | F | | 18000 | G | 2002 |
| | Combined Traffic: | 36000 | G | 69 <u>%</u> | 1% | 2% | 1% | 26% | 2% | F | NA | | | 36000 | G | |
| South | | | | From: | | ç | 98-618 | | • | | | | | | | |
| 81) | 1.21 | 18000 | F | 70% | 1% | 2% | 1% | 25% | 2% | F | 0.074 | F | | 18000 | F | 2002 |
| | Combined Traffic: | 37000 | F | 69 <u>%</u> | 1% | 2% | 1% | 26% | 2% | F | 0.070 | F | 0.522 | 36000 | F | |
| | | | | To: | | Pulaski | County L | ine | | | | | | | | |
| Town of Rural Re | etreat | | | | | | | | | | | | | | | |
| | | | _ | From: | | | 98-616 | | | _ | | _ | | | _ | |
| 90) | 0.60 | 6200 | G | 95% | 1% | 2% | 0% | 2% | 0% | F | 0.089 | F | 0.510 | 6300 | G | 2002 |
| | | | | 10. | | NCL F | Rural Retre | eat | l | | | | | | | |
| Wythe County | | | | From: | | NCI D | Dunal Dates | at | 1 | | | | | | | |
| 200 | 0.66 | 6200 | N | 95% | 1% | 2% | Rural Retre 0% | 2% | 0% | N | 0.089 | N | 0.510 | 6300 | N | 2002 |
| 90 | 0.00 | 0200 | 14 | 95 /0 | | | | | 070 | IN | 0.003 | 14 | 0.510 | 0300 | IN | 2002 |
| $\overline{}$ | 0.47 | 5400 | _ | From: | | US 11 Stal | • | | - 00/ | | 0.000 | | 0.540 | 5000 | | 0000 |
| 90) | 0.47 | 5100 | G | 95% To: | 1% | 2% | 0% | 2% | 0% | F | 0.080 | F | 0.516 | 5200 | G | 2002 |
| | | | | | | | I-81 | | | | | | | | | |
| | 0.05 | 4400 | • | From: 96% | 1% | | County Li | | 0% | F | 0.075 | F | 0.600 | 1200 | 0 | 2002 |
| 94 | 0.85 | 1100 | G | 90% | 170 | 2% | 0% | 1% | 0% | Г | 0.075 | Г | 0.623 | 1200 | G | 2002 |
| | | | | From: | | | 39 Ivanhoe | | | | | _ | | | | |
| 94 | 2.64 | 1900 | G | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.084 | F | 0.691 | 1900 | G | 2002 |
| $\stackrel{\smile}{=}$ | | | | From: | | Ol | d SR 94 | | | | | | | | | |
| (94) | 3.50 | 2000 | G | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.082 | F | 0.7 | 2000 | G | 2002 |
| <u> </u> | | | | To: From: | | ç | 98-634 | | 1 | | | | | | | |
| 94) | 2.06 | 4100 | G | 96% | 1% | 2% | 0% | 1% | 0% | F | 0.085 | F | 0.684 | 4200 | G | 2002 |
| | | | | To: | | US 52 F | Farmers St | ore | | | | | | | | |
| | | | | From: | | Carroll | County Li | ine | | | | | | | | |
| 100) | 6.16 | 2400 | G | 89% | 1% | 4% | 4% | 2% | 0% | F | 0.087 | F | 0.525 | 2400 | G | 2002 |
| | | | | To: | | Pulaski | County L | ine | | | | | | | | |
| | | | | From: | | I-81 F | ort Chiswe | | | | | | | | | |
| 121 | 1.83 | 3700 | G | 94% | 1% | 3% | 1% | 1% | 0% | F | 0.085 | F | 0.539 | 3800 | G | 2002 |
| | | | | To: | | 9 | 8-1004 | | | | | | | | | |
| _ | | | | From: | | Wythe | County Li | ne | | | | | | | | |
| 612 | 0.10 | 320 | N | | | | | | | | NA | | | 0 | Ν | 1998 |
| <u> </u> | | | | To: | | 86-6 | 78; 98-612 | ! | | | | | | | | |
| <u></u> | | | | From: | | | County Li | | | | | | | | | |
| 616 | 0.20 | 280 | N | 98% | 0% | 1% | 0% | 0% | 0% | N | 0.090 | N | 0.52 | 280 | N | 2002 |
| | | | | To: | | De | ead End | | | | | | | | | |
| | | | _ | From: | | Wythe | County Li | ne | | | | | | | | |
| 678 | 0.20 | 40 | R | | | | | | | | NA | | | NA | | 06/18/200 |
| | | | | To- | | 86-6 | 512 EAST | | | | | | | | | |
| | | | | From: | | 1 | US 52 | | | | | | | | | |
| 600 | 2.90 | 110 | R | | | | | | | | NA | | | NA | | 11/16/200 |
| | | | | To- | | 98-6 | 61 WEST | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | Wythe Maintenance Area | | | | | | | |
|--------------|--------|------|-----|--------------|-------------------------|----------|--------------|----|---------------|-------|----|-------------|
| Route | Length | AADT | QA | 4Tire | Bus | \cap C | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | 98-661 WEST | i | | | | | | |
| 600 | 0.40 | 90 | R | | 96-001 WES1 | J | NA | | | NA | | 11/16/2000 |
| | | | | To: From: | 98-656 |] | | | | | | |
| 600 | 0.60 | 50 | R | | | | NA | | | NA | | 11/16/2000 |
| | 0.00 | 400 | | From: | 98-661 SOUTH | - | NI A | | | NIA. | | 4007 |
| 600 | 0.30 | 130 | R | | | 1 | NA | | | NA | | 1997 |
| 600 | 1.40 | 60 | R | From: | 98-661 NORTH | l | NA | | | NA | | 11/16/2000 |
| (600) | | | | To: | 98-659 SOUTH |] | | | | | | |
| 600 | 1.20 | 150 | R | From: | 98-659 NORTH | ļ | NA | | | NA | | 1997 |
| 600 | 1.20 | 150 | K | Tar | 99.659 | 1 | INA | | | INA | | 1991 |
| 600 | 1.30 | 100 | R | From: | 98-658 | J | NA | | | NA | | 11/20/2000 |
| 600 | | | | To: | 98-603 NORTH |] | | | | | | |
| | 5.80 | 240 | R | From: | 98-603 SOUTH | | NA | | | NA | | 1997 |
| 600 | 5.00 | 240 | IX. | To: | 5.00 NB1.00 (02 | 1 | INA | | | INA | | 1997 |
| 600 | 1.29 | 60 | R | From: | 5.80 MN 98-603 | | NA | | | NA | | 11/20/2000 |
| 000 | | | | To: | 7.10 MN 98-603 |] | | | | | | |
| 600 | 1.71 | 5 | R | From: | 7.10 WIN 76-003 | 1 | NA | | | NA | | 11/20/2000 |
| | | | | To: | Bland County Line |] | | | | | | |
| \bigcirc | | | | From: | Carroll County Line | | | | | | | |
| 601) | 0.70 | 350 | R | To: | 98-742 | 1 | NA | | | NA | | 1997 |
| | | | | From: | Grayson County Line | <u> </u> | | | | | | |
| (602) | 3.66 | 450 | R | | Grayson County Emc | 1 | NA | | | NA | | 1997 |
| | | | | To: | 98-619 EAST | | | | | | | |
| 602 | 2.15 | 320 | R | | 98-619 WEST | J | NA | | | NA | | 1997 |
| 002 | | | | To: | 98-690 WEST | | | | | | | |
| | 1.10 | 120 | R | From: | 98-690 EAST | J | NA | | | NA | | 12/14/2000 |
| 602 | 1.10 | 120 | IX. | To: | 98-690 NORTH | 1 | INA | | | INA | | 12/14/2000 |
| | | | | From: | WCL Wytheville | | | | | | | |
| (603) | 3.42 | 520 | G | 96% | 1% 1% 1% 1% 0% | С | 0.092 | F | 0.519 | 530 | G | 2002 |
| 0 | | | | From: | 98-600 South | } | | | | | | |
| (603) | 0.30 | 190 | R | | | | NA | | | NA | | 1997 |
| | 2.22 | | | From: | 98-600 North | } | | | | | | 11/00/0000 |
| (603) | 2.90 | 200 | R | To: | Bland County Line | 1 | NA | | | NA | | 11/20/2000 |
| | | | | From: | 98-619 | | | | | | | |
| 604) | 0.80 | 100 | R | | 2002 | ı | NA | | | NA | | 12/04/2000 |
| | | | | To: | 98-605 | <u> </u> | | | | | | |
| \bigcirc | 0.50 | | _ | From: | SR 94 | ĺ | | | | | | 1007 |
| 605 | 0.50 | 280 | R | | | • | NA | | | NA | | 1997 |
| | 1.60 | 280 | R | From: | 98-604 | | NA | | | NA | | 12/04/2000 |
| 605 | | | | To: | 00 606 | <u></u> | | | | | | .2.0-1/2000 |
| (605) | 0.70 | 160 | R | From: | 98-606 | | NA | | | NA | | 1997 |
| | | | | To | SR 94 | | | | | | | |
| \sim | | | | From: | 98-605 | | | | | | | |
| 606 | 0.60 | 60 | R | To: | 00 (24 | 1 | NA | | | NA | | 12/04/2000 |
| | | | | From: | 98-634 | <u> </u> | | | | | | |
| 607) | 5.27 | 980 | G | 92% | US 52 2% 2% 3% 1% 0% | C | 0.092 | F | 0.536 | 1000 | G | 2002 |
| | - " | | - | To: | SR 100 | 1 | | | | | - | |

| | | | | | VV | yule iviai | IIICIIaiice | Alea | | | | | | | | |
|--------------|--------|-------------|-----|--------------|-----|-------------|---------------|------|----|------------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | | $^{\circ}$ | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | S | R 100 | | | | | | | | | |
| (607) | 1.84 | 390 | R | <u> </u> | | | | | | | NA | | | NA | | 1997 |
| | | | | Tn· | | | County Lir | | | | | | | | | |
| 608) | 0.04 | 60 | R | From: | | Carroll | County Lir | ie | | | NA | | | NA | | 12/04/2000 |
| | | | | To: From: | | S | SR 69 | | - | | | | | | | |
| 608 | 2.40 | 220 | R | 110111. | | | | | | | NA | | | NA | | 12/04/2000 |
| | 0.00 | 40 | | From: | | 9 | 8-624 | | | | NIA | | | NIA | | 40/04/0000 |
| 608) | 0.20 | 40 | R | т | | | IG 50 | | | | NA | | | NA | | 12/04/2000 |
| 608) | 1.90 | 260 | R | From: | | | JS 52 | | [| | NA | | | NA | | 1997 |
| | | | | To: From: | | 9 | 8-623 | | | | | | | | | |
| 608 | 0.65 | 150 | R | 110111. | | | | | | | NA | | | NA | | 1997 |
| | 0.75 | | _ | From: | | 9 | 8-703 | | | | NIA | | | NIA | | 40/04/0000 |
| 608 | 2.75 | 80 | R | Tar | | 0 | 0.621 | | | | NA | | | NA | | 12/04/2000 |
| 608) | 1.16 | 510 | R | From: | | 9 | 8-621 | | | | NA | | | NA | | 12/04/2000 |
| | | | | To: From: | | 9 | 8-795 | | | | | | | | | |
| 608 | 0.18 | 630 | R | rioni. | | | | | | | NA | | | NA | | 12/04/2000 |
| | 2.00 | 4000 | | To: From: | | 0.19 N | ИЕ 98-795 | | | | | | | | | 4007 |
| 608 | 0.06 | 1300 | R | . — | | | | | | | NA | | | NA | | 1997 |
| 608 | 1.87 | 570 | R | From: | | S | R 100 | | | | NA | | | NA | | 1997 |
| (600) | | | | To: | | Pulaski | County Lir | ne | | | | | | | | |
| \bigcirc | 4.70 | 400 | | From: | | 9 | 8-618 | | | | NIA | | | NIA | | 40/04/0000 |
| 609 | 1.70 | 180 | R | To: | | Pulaski | County Lir | ne | | | NA | | | NA | | 12/04/2000 |
| | | | | From: | | ECL Wythe | | | | | | | | | | |
| 610 | 1.00 | 970 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.105 | F | 0.576 | 980 | G | 2002 |
| | 2.66 | 1000 | G | From: 96% | 1% | 98-64 1% | 17 WEST 0% | 2% | 0% | F | 0.106 | F | 0.602 | 1000 | G | 2002 |
| 610 | 2.00 | 1000 | | 30 /0 | | Jefferson F | | | | ' | 0.100 | ' | 0.002 | 1000 | J | 2002 |
| (610) | 1.52 | 540 | G | 96% | 1% | 1% | 0% | 2% | 0% | С | 0.097 | F | 0.509 | 550 | G | 2002 |
| | | | | To: From: | | 9 | 8-716 | | | | | | | | | |
| (610) | 1.31 | 650 | G | 96% | 1% | 1% | 0% | 2% | 0% | F | 0.092 | F | 0.530 | 660 | G | 2002 |
| | 0.87 | 870 | R | From: | | 98 | 3-1006 | | | | NA | | | NA | | 1997 |
| 610 | 0.07 | 010 | IX. | To | | 0 | 8-712 | | | | INA | | | INA | | 1997 |
| (610) | 5.05 | 680 | R | From: | | , | 0-712 | | | | NA | | | NA | | 1997 |
| | | | | To: | | | County Lir | ne | | | | | | | | |
| (611) | 1.55 | 40 | R | From: | | 9 | 8-626 | | | | NA | | | NA | | 11/30/2000 |
| (611) | 1.00 | | | To: | | 9 | 8-618 | | | | | | | | | 11/00/2000 |
| | | | _ | From: | | 86-61 | 2; 86-678 | | | | | | | | | |
| 612 | 4.91 | 350 | R | To- | | 9 | 8-749 | | | | NA | | | NA | | 1997 |
| | | | | From: | | | R-44 | | | | | | | | | |
| 613 | 2.10 | 600 | R | | | | | | | | NA | | | NA | | 1997 |
| | 2 - 2 | 6 =- | | To: From: | | JEFF FO | REST BNI | ΟY | | | . | | | | | 400= |
| 613) | 0.50 | 270 | R | | | 0 | | | | | NA | | | NA | | 1997 |
| (613) | 1.50 | 150 | R | From: | | 0.50 MN | OF BND | Y | | | NA | | | NA | | 11/27/2000 |
| 0.0 | | | | To: | | 9 | 8-610 | | | | | | | | | |
| | | | | | | | | | | | | | | | | |

| | | | | | VV | ytne Main | tenanc | e Area | | | | | | | | |
|-----------------------|--------|------|----|--------------|------|------------------|------------------|-----------|-----|------|--------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle 3 | | | | - QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 200 | 610 | | | | | | | | | |
| (613) | 1.50 | 280 | R | riom. | | 98 | -610 | | | | NA | | | NA | | 11/27/200 |
| | | | | To | | Dea | d End | | | | | | | | | |
| \bigcirc | 0.00 | 400 | | From: | | 98- | -613 | | | | NIA | | | NIA | | 44/07/000 |
| 614) | 0.90 | 120 | R | | | | | | | | NA | | | NA | | 11/27/200 |
| (614) | 0.50 | 140 | R | From: | | 98 | -713 | | | | NA | | | NA | | 11/27/200 |
| (614) | | | | To | | 0.50 M | N 98-71: | 3 | | | | | | | | |
| (614) | 0.20 | 240 | R | From: | | | | | | | NA | | | NA | | 1996 |
| | | | | From: | | 98- | -763 | | | | | | | | | |
| 614) | 1.10 | 1500 | R | To: | | SD | 121 | | | | NA | | | NA | | 1997 |
| | | | | From: | | Smyth C | | ne | | | | | | | | |
| (615) | 0.30 | 470 | R | <u> </u> | | Sinyur | ounty Li | iic . | | | NA | | | NA | | 1997 |
| | | | | To: From: | | | SOUTH | | | | | | | | | |
| (615) | 2.18 | 530 | R | r tom. | | 98-670 | NORTH | 1 | | | NA | | | NA | | 1997 |
| 013 | | | | To: | | SCL RURA | L RETR | REAT | | | | | | | | |
| Town of Rural Retreat | | | | | | | | | | | | | | | | |
| (615) | 0.58 | 530 | N | From: | | SCL RURA | L RETR | REAT | | | NA | | | 0 | N | 1997 |
| (615) | 0.00 | | ., | To | | 98- | -749 | | | | 1471 | | | | ., | 1007 |
| Wythe County | | | | | | | | | | | | | | | | |
| | 1.64 | 550 | G | From: 96% | 2% | 98- 2% | -670 1% | 0% | 0% | F | 0.100 | F | 0.602 | 560 | G | 2002 |
| 616) | 1.04 | 550 | G | 90% | 270 | | | 0% | 0% | Г | 0.100 | Г | 0.002 | 300 | G | 2002 |
| (616) | 0.15 | 950 | G | 96% | 2% | 98. 2% | -689 1% | 0% | 0% | С | 0.095 | F | 0.55 | 960 | G | 2002 |
| 010 | 0.10 | | | To: | 270 | WCL Ru | | | | | 0.000 | • | 0.00 | | | 2002 |
| Town of Rural Retreat | | | | | | | | | | | | | | | | |
| | 0.26 | 950 | N | 96% | 2% | WCL Ru 2% | ral Retro 1% | eat 0% | 0% | N | 0.095 | N | 0.55 | 960 | N | 2002 |
| 616) | 0.20 | 330 | 14 | 30 /0 | 2 /0 | | | 0 70 | 070 | IN | 0.033 | IN | 0.55 | 300 | IN | 2002 |
| 616 | 0.22 | 1100 | G | From: 96% | 2% | 2% | 1107 1% | 0% | 0% | F | 0.123 | F | 0.565 | 1100 | G | 2002 |
| 010 | | | | To: | | | 1101 | | | | | | | | | |
| (616) | 0.32 | 340 | R | From: | | | | | | | NA | | | NA | | 1997 |
| | | | | To: From: | | | R 90 ; 98-749 | | | | | | | | | |
| (616) | 0.23 | 960 | R | | | SK 90. | , 98-749 | | | | NA | | | NA | | 1997 |
| | | | | To: | | | SOUTH | | | | | | | | | |
| (616) | 0.18 | 350 | R | From: | | 98-674 | NORTH | <u> </u> | | | NA | | | NA | | 1997 |
| (010) | 0.10 | | | To: | | ECL Ru | ral Retre | at | | | | | | | | 1001 |
| Wythe County | | | | | | | | | | | | | | | | |
| | 0.72 | 350 | N | From: | | ECL Ru | ral Retre | at | | | NA | | | 0 | N | 1997 |
| 616 | 0.72 | 330 | IN | To: | | 98- | -675 | | | | INA | | | U | IN | 1991 |
| | | | | From: | | Smyth C | ounty Li | ne | | | | | | | | |
| 617) | 0.90 | 50 | R | | | | | | | | NA | | | NA | | 11/16/200 |
| | | | | To: From: | | 98- | -683 | | | | | | | | | |
| 617) | 0.51 | 20 | R | | | | | | | | NA | | | NA | | 11/16/200 |
| | 2.00 | | | From: | | 98- | -706 | | | | N 1.0 | | | | | 44/40/000 |
| 617 | 0.69 | 60 | R | | | | | | | | NA | | | NA | | 11/16/200 |
| | 2.30 | 460 | R | From: | | 98- | -682 | | ļ | | NA | | | NA | | 1997 |
| 617) | 2.30 | -100 | 11 | To: | | 98-680 | NORTE | ł | | | 11/7 | | | INA | | 1991 |
| | | | | | | | | | | | | | | | | |

| | | | | | ۷۱ | /ytne Maii | ntenanc | e Area | | | | | | | | |
|---------------|--------|------|----|--------------|---|------------|--------------------|---|---------------|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | Tru 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 98-68 | 0 SOUTH | | 1 | | | | | | | |
| 617 | 1.50 | 500 | R | _ | | | | | | | NA | | | NA | | 11/16/2000 |
| | | | | To: | | | ad End | | | | | | | | | |
| | 1.09 | 190 | R | From: | | S | R 100 | | | | NA | | | NA | | 1997 |
| 618) | 1.09 | 190 | K | | | | 0.600 | | | | INA | | | INA | | 1991 |
| (619) | 1.30 | 100 | R | From: | | 9 | 8-609 | | | | NA | | | NA | | 1997 |
| 618 | | | | To: | | 0 | 8-611 | | | | | | | | | |
| 618) | 3.29 | 170 | R | From: | | | 0 - 011 | | | | NA | | | NA | | 11/30/2000 |
| 0.0 | | | | To: | | F | R-45 | | | | | | | | | |
| 618 | 0.10 | 1900 | R | From: | | | | | | | NA | | | NA | | 1997 |
| | | | | To: | | F | R-44 | | | | | | | | | |
| \bigcirc | | | | From: | | | JS 21 | | | | | | | | | |
| 619 | 2.14 | 590 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.101 | F | 0.540 | 600 | G | 2002 |
| | 0.04 | 040 | | From: | 00/ | JEFF FOI | | | 00/ | | 0.400 | | 0.5 | 000 | | 0000 |
| 619 | 0.61 | 210 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.128 | F | 0.5 | 220 | G | 2002 |
| | 1.60 | 190 | G | From: 98% | 0% | 1% | 8-707 1% | 0% | 0% | С | 0.114 | F | 0.5 | 200 | G | 2002 |
| 619 | 1.00 | 190 | G | 90 /0 | 0 70 | | | 0 70 | 0 70 | C | 0.114 | | 0.5 | 200 | G | 2002 |
| (610) | 1.11 | 200 | G | From: 98% | 0% | 1% | 1% | 0% | 0% | F | 0.123 | F | 0.585 | 200 | G | 2002 |
| 619 | 1.11 | 200 | | т | | | | | | • | 0.120 | • | 0.000 | 200 | | 2002 |
| 610 | 0.49 | 430 | G | 98% | 0% | JEFF FOI | 1% | 0% | 0% | F | 0.120 | F | 0.586 | 440 | G | 2002 |
| 619 | 00 | | | To: | • | | 46 WEST | • | | • | 01120 | • | 0.000 | | | |
| 619 | 1.75 | 200 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.133 | F | 0.6 | 200 | G | 2002 |
| | | | | To: | | | 12 WEST | | | | | | | | | |
| 619 619 | 4.85 | 540 | G | 98% | 0% | 1% | 1% | 0% | 0% | F | 0.102 | F | 0.641 | 550 | G | 2002 |
| | | | | From: | | S | SR 94 | | 1 | | | | | | | |
| (619) | 3.43 | 740 | G | 95% | 1% | 3% | 0% | 0% | 0% | F | 0.100 | F | 0.509 | 760 | G | 2002 |
| | | | | To: From: | | 9 | 8-631 | | | | | | | | | |
| 619 | 0.69 | 980 | G | 95% | 1% | 3% | 0% | 0% | 0% | F | 0.084 | F | 0.503 | 1000 | G | 2002 |
| | | | | To: From: | | 9 | 8-636 | | | | | | | | | |
| 619 | 2.54 | 1100 | G | 95% | 1% | 3% | 0% | 0% | 0% | С | 0.094 | F | 0.509 | 1100 | G | 2002 |
| | | | | To: From: | | | NORTH SOUTH | | | | | | | | | |
| (619) | 1.87 | 250 | G | 95% | 1% | 3% | 0% | 0% | 0% | F | NA | | | NA | | 2002 |
| | | | | To: | | 9 | 8-752 | | - 1 | | | | | | | |
| 619 | 0.18 | 100 | R | From: | | | | | | | NA | | | NA | | 1997 |
| | | | | To: | | 0.18 N | ИЕ 98-752 | 2 | | | | | | | | |
| 619 | 1.20 | 130 | R | | | | | | | | NA | | | NA | | 11/30/2000 |
| | | | | To: From: | | 9 | 8-626 | | | | | | | | | |
| 619 | 1.87 | 100 | R | | | | | | | | NA | | | NA | | 11/30/2000 |
| | | | | To: From: | | 1.87 N | ⁄IE 98-626 | Ď | | | | | | | | |
| 619 | 0.10 | 120 | R | | | | | | | | NA | | | NA | | 1997 |
| | | | | To: From: | | 9 | 8-629 | | | | | | | | | |
| 619 | 1.91 | 480 | R | To: | | T | R-44 | | 1 | | NA | | | NA | | 1997 |
| | | | | From: | | | 8-622 | | <u> </u> | | | | | | | |
| 620 | 0.45 | 60 | R | | | 9 | 0-022 | | | | NA | | | NA | | 12/04/2000 |
| 020 | 0.10 | | | To: | | De | ad End | | | | , . | | | | | |
| | | | | From: | | 9 | 8-608 | | | | | | | | | |
| 621 | 2.01 | 280 | R | | | | | | | | NA | | | NA | | 1997 |
| | | | | To: | | S | R 100 | | | | | | | | | |

| | | | | | W | ythe Maintenance | e Area | | | | | | | | |
|--------------|--------|------|-----|--------------|-----|---------------------|--------|---------------|------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | - QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | | | | | | | | | | |
| 622 | 0.20 | NA | | FIOII. | | Dead End | | | | NA | | | NA | | |
| | 1 42 | 460 | R | From: | | 98-626 | | | | NA | | | NA | | 1997 |
| 622 | 1.42 | 460 | ĸ | To | | SR 100 | | | | NA | | | INA | | 1997 |
| | | | | From: | | Dead End | | 1 | | | | | | | |
| 623 | 0.20 | 120 | R | | | | | | | NA | | | NA | | 1997 |
| | | | | To- | | 98-608 | | | | | | | | | |
| | 0.10 | 140 | R | From: | | US 52 | | | | NA | | | NA | | 1997 |
| 624) | 0.10 | 140 | K | To: | | 98-608 | | | | INA | | | INA | | 1997 |
| | | | | From: | | 98-672 | | | | | | | | | |
| 625) | 2.40 | 60 | R | | | 7.0.0. | | | | NA | | | NA | | 12/14/2000 |
| | | | | To: | | 98-670 | | | | | | | | | |
| 625 | 1.60 | 40 | R | riom. | | | | | | NA | | | NA | | 12/14/2000 |
| | | | | To: | | 98-651 | | - | | | | | | | |
| 625 | 1.90 | 150 | R | | | | | | | NA | | | NA | | 12/14/2000 |
| | | | | To: From: | | 98-668 | | - | | | | | | | |
| 625 | 0.10 | 170 | G | 89% | 6% | 5% 0% | 0% | 0% | С | 0.104 | F | 0.842 | 170 | G | 2002 |
| | | | | From: | | 98-690 SOUTH | | | | | | | | | |
| 625 | 1.44 | 480 | G | 89% | 6% | 5% 0% | 0% | 0% | F | 0.093 | F | 0.670 | 490 | G | 2002 |
| | | | | From: | | 98-666 | | | | | | | | | |
| 625 | 1.10 | 420 | G | 89% | 6% | 5% 0% | 0% | 0% | F | 0.092 | F | 0.505 | 420 | G | 2002 |
| | 4.70 | | | From: | 00/ | 98-667 WEST | 00/ | 00/ | | 0.400 | | 0.070 | 000 | | 0000 |
| 625 | 1.70 | 300 | G | 89% To: | 6% | 5% 0% US 11 EAST | 0% | 0% | F | 0.102 | F | 0.672 | 300 | G | 2002 |
| | | | | From: | | US 11 WEST | | | | | | | | | |
| 625 | 0.32 | 240 | R | | | | | | | NA | | | NA | | 1997 |
| | | | | From: | | FR-38 | | | | | | | | | |
| 625 | 0.65 | 120 | R | | | | | | | NA | | | NA | | 11/16/2000 |
| | | | | To: From: | | 98-665 | | | | | | | | | |
| 625 | 1.80 | 50 | R | To: | | 98-680 EAST | | | | NA | | | NA | | 11/16/2000 |
| | | | | From: | | 98-680 WEST | | | | | | | | | |
| 625) | 5.57 | 130 | R | _ | | | | | | NA | | | NA | | 1997 |
| | | | | To: | | Dead End | | | | | | | | | |
| | 1.90 | 70 | R | From: | | 98-619 | | | | NA | | | NA | | 11/30/2000 |
| 626 | 1.90 | 70 | IX. | | | 20.614 | | | | INA | | | INA | | 11/30/2000 |
| (626) | 0.50 | 8 | R | From: | | 98-611 | | | | NA | | | NA | | 11/30/2000 |
| 626 | 0.00 | Ū | ••• | To: | | 98-622 | | | | | | | 10. | | 11/00/2000 |
| | | | | From: | | US 52 | | | | | | | | | |
| 627) | 0.30 | 400 | R | | | | | | | NA | | | NA | | 1997 |
| | | | | To: From: | | 98-698 | | | | | | | | | |
| 627 | 1.80 | 160 | R | _ | | | | | | NA | | | NA | | 11/30/2000 |
| | | | | To: | | 98-629 | | | | | | | | | |
| | 0.49 | 70 | R | From: | | Dead End | | | | NA | | | NA | | 11/30/2000 |
| 628 | 0.43 | 10 | 11 | To | | 98-629 | | | | 11/7 | | | INA | | 11/30/2000 |
| | | | | From: | | US 52 | | j | | | | | | | |
| 629 | 2.90 | 530 | R | <u> </u> | | | | | | NA | | | NA | | 1997 |
| | | | | To: | | 98-619 | | | | | | | | | |
| | | | _ | From: | | 98-631 | | | | | | | | | |
| 630 | 1.54 | 220 | R | To: | | US 52 | | 1 | | NA | | | NA | | 1997 |
| | | | | | | US 32 | | | | | | | | | |

| | | | | | V | ythe Maintenance Area | | | | | | | |
|---------------|--------|------|---|--------------|-----|-----------------------------|--------------------|-----------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck2Axle 3+Axle 1Trail 2T | (| QC Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | US 52 | | | | | | | |
| 630 | 0.70 | 310 | R | | | | _ | NA | | | NA | | 11/30/2000 |
| | | | | To: | | Dead End | | | | | | | |
| 621 | 1.90 | 70 | R | From: | | 98-619 | | NA | | | NA | | 12/04/2000 |
| 631) | | | | To: | | 98-630 | | | | | | | |
| 631) | 2.90 | 310 | R | From: | | 70-030 | | NA | | | NA | | 1997 |
| | | | | To: From: | | SR 94 | \neg | | | | | | |
| 631) | 0.70 | 60 | R | | | | | NA | | | NA | | 11/30/2000 |
| | | | | To: | | 98-634 | | | | | | | |
| | 1.60 | 510 | R | From: | | 98-634 | | NIA | | | NA | | 1997 |
| 632 | 1.00 | 510 | K | To: | | 98-736 | \neg | NA | | | INA | | 1997 |
| | | | | From: | | Dead End | | | | | | | |
| 633) | 0.40 | 190 | R | | | | | NA | | | NA | | 11/30/200 |
| | | | | To: From: | | 98-790 | \supset | | | | | | |
| 633 633) | 0.10 | 260 | R | _ | | | _ | NA | | | NA | | 1997 |
| | | | | To: | | 98-634 | | | | | | | |
| | 2.00 | 140 | R | From: | | 98-619 | | NA | | | NA | | 12/04/200 |
| 634) | 2.00 | 140 | K | | | | _ | INA | | | INA | | 12/04/2000 |
| 634) | 4.40 | 2300 | R | From: | | 98-606 | | NA | | | NA | | 1997 |
| 034) | 1.10 | | • | To: | | FR-42 | | | | | | | 1001 |
| | | | | From: | | Carroll County Line | | | | | | | |
| 635 | 0.65 | 40 | R | | | | _ | NA | | | NA | | 12/04/200 |
| <u> </u> | | | | To: | | Dead End | | | | | | | |
| 200 | 1.00 | 610 | R | From: | | Carroll County Line | | NA | | | NA | | 1997 |
| 636) | 1.00 | 010 | • | To: | | SR 69 SOUTH | | 1471 | | | 147. | | 1001 |
| $\overline{}$ | | | | From: | 10/ | SR 69 NORTH | | | | 0 = 40 | 4000 | | |
| 636 | 1.07 | 1200 | G | 94% To: | 1% | 3% 1% 1% 0° 98-619 | % | C 0.096 | F | 0.516 | 1200 | G | 2002 |
| | | | | From: | | Carroll County Line | 1 | | | | | | |
| 637) | 1.40 | 40 | R | <u> </u> | | Carron County Ente | | NA | | | NA | | 12/04/200 |
| | | | | To: | | SR 100 | | | | | | | |
| \bigcirc | | | | From: | | Dead End | | | | | | | |
| 638) | 0.10 | 130 | R | _ | | | | NA | | | NA | | 11/30/200 |
| | 0.17 | 250 | | From: | | 0.10 ME Dead End | ┵ | NIA | | | NΙΔ | | 11/30/2000 |
| 638) | 0.17 | 250 | R | | | | _ | NA | | | NA | | 11/30/2000 |
| 020 | 1.00 | 370 | R | From: | | 0.27 ME Dead End | | NA | | | NA | | 11/30/2000 |
| 638 | 1.00 | 3/0 | | To: | | SR 94 | | INA | | | 14/5 | | 11/30/2000 |
| | | | | From: | | 98-742 | | | | | | | |
| 639 | 0.34 | 190 | R | | | | | NA | | | NA | | 1997 |
| _ | | | | To: From: | | SR 94 | \exists \vdash | | | | | | |
| 639 | 0.17 | 100 | R | | | | | NA | | | NA | | 1996 |
| | | | | To: From: | | 0.17 MN SR 94 | \supset | | | | | | |
| 639 | 1.22 | 60 | R | To: | | D1E1 | | NA | | | NA | | 12/11/2000 |
| | | | | From: | | Dead End | + | | | | | | |
| 640 | 1.00 | 1300 | R | | | SR 94 | | NA | | | NA | | 1997 |
| <u> </u> | 1.00 | | | To: | | 98-643 | | | | | | | |
| 640) | 1.00 | 320 | R | From: | | 70 -04 3 | | NA | | | NA | | 1997 |
| <u></u> | | | | To: | | 1.00 MN 98-643 | | | | | | | - |
| | | | | | | | | | | | | | |

| | | | | | VV | ythe Maintenand | e Alea | | | | | | | | |
|---------------|--------|------|----|--------------|-----|----------------------------|--------|----|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 1.00 MN 98-64 | 3 | ı | | | | | | | |
| 640 | 3.90 | 70 | R | <u> </u> | | 1.00 1/11 / 00 0 1 | | | | NA | | | NA | | 11/30/2000 |
| | | | | To: From: | | 98-720 | | | | | | | | | |
| 640 | 2.26 | 370 | R | | | | | | | NA | | | NA | | 1997 |
| | 0.17 | 1300 | R | From: | | 98-696 | | | | NA | | | NA | | 1997 |
| 640 | 0.17 | 1000 | | To: | | SCL WYTHEVII | LE | | | INA | | | TVA | | 1007 |
| $\overline{}$ | | | | From: | | Dead End | | | | | | | | | |
| 641) | 1.00 | 50 | R | To: | | SR 94 | | | | NA | | | NA | | 12/04/2000 |
| | | | | From: | | Dead End | | | | | | | | | |
| 642 | 0.70 | 210 | R | - | | | | | | NA | | | NA | | 12/11/2000 |
| | | | | To: From: | | 98-646 | | | | | | | | | |
| 642 | 1.10 | 100 | R | _ | | | | | | NA | | | NA | | 12/11/2000 |
| 642) | 0.30 | 300 | G | From: 93% | 3% | 98-690 3% 1% | 1% | 0% | С | 0.115 | F | 0.838 | 310 | G | 2002 |
| 642 | | | | To: | | 98-619 | | | | | | | | | |
| 642 | 1.00 | 110 | R | From: | | 98-619 EAST | | | | NA | | | NA | | 1997 |
| 642 | | | | To: | | 98-643 WEST | | | | | | | | | |
| (642) | 0.70 | 50 | R | From: | | y0 0 15 11 E51 | | | | NA | | | NA | | 12/11/2000 |
| 642) 642) | | | | From: | | 98-643 EAST | | - | | | | | | | |
| (642) | 0.95 | 90 | R | | | | | | | NA | | | NA | | 12/11/2000 |
| | 0.05 | 60 | R | From: | | 98-768 | | | | NA | | | NIA | | 12/04/2000 |
| 642 | 0.95 | 60 | ĸ | To: | | 00.644 | | | | INA | | | NA | | 12/04/2000 |
| 642 | 2.30 | 300 | R | From: | | 98-644 | | | | NA | | | NA | | 12/04/2000 |
| | | | | To: | | SR 94 | | | | | | | | | |
| | 1.90 | 50 | R | From: | | Dead End | | | | NA | | | NA | | 12/11/2000 |
| 643 | 1.90 | 50 | K | To: | | 98-642 WEST | | | | INA | | | INA | | 12/11/2000 |
| | 0.60 | 00 | R | From: | | 98-642 EAST | | | | NIA | | | NIA | | 12/11/2000 |
| 643) | 0.60 | 80 | K | To: | | 98-619 WEST | | | | NA | | | NA | | 12/11/2000 |
| \bigcirc | 0.40 | 440 | | From: | | 98-619 EAST | | | | NIA | | | NIA | | 1007 |
| (643) | 0.40 | 110 | R | To: | | 00.751 | | | | NA | | | NA | | 1997 |
| 643) | 0.20 | 90 | R | From: | | 98-751 | | | | NA | | | NA | | 1997 |
| <u> </u> | | | | To: From: | | 98-645 | | | | | | | | | |
| 643) | 3.40 | 780 | R | | | | | - | | NA | | | NA | | 1997 |
| | | | | To: From: | | 98-640 | | | | | | | | | |
| 644) | 2.90 | 120 | R | From. | | 98-642 | | | | NA | | | NA | | 12/11/2000 |
| | | | | To: | | 98-745 | | | | | | | | | |
| 644) | 0.70 | 270 | R | From: | | | | | | NA | | | NA | | 1997 |
| | | | | To: | | 98-601 | | | | | | | | | |
| 645) | 0.70 | 50 | R | From: | | 98-646 | | | | NA | | | NA | | 12/11/2000 |
| <u> </u> | | | | To: | | 98-643 | | | | | | | | | |
| | | | | From: | | 98-619 WEST | | | | | | | | | |
| 646) | 1.30 | 70 | R | To: | | 98-690 WEST | | | | NA | | | NA | | 12/11/2000 |
| | | | | From: | | 98-690 WEST 98-690 EAST | | | | | | | | | |
| (646) | 1.80 | 130 | R | | | | | | | NA | | | NA | | 12/11/2000 |
| | | | | To- | | 98-642 | | | | | | | | | |

| | | | | | Wythe Maintenance Area | | | | |
|----------------|--------|------|-----|--------------|---|---------|------------------|----------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC Peak | QK Dir Factor | AAWDT QW | Year |
| Wythe County | | | | From: | 98-642 | | | | |
| 646) | 1.40 | 110 | R | <u> </u> | 96-042 | NA | | NA | 12/11/2000 |
| | | | | To: From: | 98-645 | | | | |
| 646) | 0.70 | 100 | R | _ | | NA | | NA | 12/11/2000 |
| | | | | Tn· | 98-619 EAST | | | | |
| | | | | From: | ECL WYTHEVILLE | | | | |
| 647) | 1.39 | 230 | R | To: | 00 (10 WEGE | NA | | NA | 11/27/2000 |
| | | | | From: | 98-610 WEST 98-610 EAST | | | | |
| 647) | 1.70 | 190 | R | | , | NA | | NA | 11/27/2000 |
| | | | | To: | Dead End | | | | |
| | | | | From: | Dead End | | | | |
| 648 | 0.30 | 80 | R | | | NA | | NA | 12/11/2000 |
| | | | | To: | 98-643 | | | | |
| | | | | From: | SECL WYTHEVILLE | | | | |
| 649 | 2.70 | 250 | R | | | NA | | NA | 11/30/2000 |
| | | | | To: From: | 98-720 | | | | |
| 649 | 0.80 | 700 | R | From: | | NA | | NA | 1997 |
| | | | | To: | FR-42 Gap Terminus | | | | |
| | | | _ | From: | FR-43 Gap Terminus | | | | 400- |
| 649 | 0.22 | 190 | R | | | NA | | NA | 1997 |
| <u> </u> | | | | From: | 98-704 | | | | |
| 649 | 0.06 | 160 | R | _ | | NA | | NA | 11/30/2000 |
| | | | | To: | Dead End | | | | |
| \bigcirc | | | | From: | Dead End | | | | |
| (650) | 0.93 | 80 | R | | | NA | | NA | 1997 |
| | | | | To: From: | 98-773 | | | | |
| (650) | 0.67 | 50 | R | | | NA | | NA | 12/14/2000 |
| | | | | To: | 98-684 | | | | |
| \circ | | | | From: | 98-669 | | | | |
| (651) | 0.60 | 290 | R | | | NA | | NA | 1997 |
| | | | | From: | 98-625 | | | | |
| (651) | 1.30 | 340 | R | | | NA | | NA | 1997 |
| | | | | To: From: | US 21 | | | | |
| (651) | 1.40 | 60 | R | | | NA | | NA | 12/14/2000 |
| | | | | To: From: | 98-684 | | | | |
| 651) | 1.40 | 60 | R | FIOII. | | NA | | NA | 12/14/2000 |
| | | | | To: | 98-690; 98-707 | | | | |
| | | | | From: | 98-667 | | | | |
| 652 | 1.00 | 120 | R | | | NA | | NA | 1997 |
| | | | | To: | 1.00 ME 98-667 | | | | |
| 652 | 1.00 | 30 | R | From: | | NA | | NA | 1997 |
| | | | | To: | 98-653 | | | | |
| (652) (652) | 1.40 | 70 | R | From: | 70-023 | NA | | NA | 1997 |
| 032 | | | | To: | 98-654 | | | | |
| 650 | 0.60 | 240 | R | From: | 98-034 | NA | | NA | 1997 |
| (652) | 0.00 | 2-10 | | To: | US 21 | 10. | | 14/ (| 1001 |
| | | | | From: | 98-654 | | | | |
| 653) | 1.50 | 50 | R | Ш. | 70-03-4 | NA | | NA | 1997 |
| 033 | | | - • | т | 00.652 NODWY | | | | |
| (SEO) | 0.60 | 80 | R | From: | 98-652 NORTH | NA | | NA | 1997 |
| (653) | 0.00 | OU | ĸ | | | INA | | INA | 1881 |
| (653) (653) | 2 = 2 | 400 | | From: | 98-652 SOUTH | | | N10 | 100= |
| (653) | 0.70 | 130 | R | To: | 00.700 | NA | | NA | 1997 |
| | | | | 10 | 98-690 | | | | |

| | | | | | wythe Maintenance Area | | | | | |
|--------------|--------|------|----|--------------|--------------------------------|----------------|-----|---------------|---------|----------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC Pe | ()K | Dir Factor | AAWDT C | QW Year |
| Wythe County | | | | From: | 98-652 | 1 | | | | |
| 654 | 1.00 | 120 | R | | 70 002 | N. | 4 | | NA | 1997 |
| | | | | To: From: | 98-653 |] | | | | |
| 654 | 1.00 | 80 | R | | | N. | 4 | | NA | 1997 |
| | | | | To: From: | 1.00 MN 98-653 | | | | | |
| 654 | 1.10 | 180 | R | To: | 98-667 | N. 1 | 4 | | NA | 1997 |
| | | | | From: | 98-684 | | | | | |
| 655) | 2.10 | 130 | R | L | 76*064 | ı N | 4 | | NA | 1997 |
| | | | | To: | 98-667 | | | | | |
| | 1.01 | 0.10 | _ | From: | NCL WYTHEVILLE |] | | | | 4007 |
| 656 | 1.31 | 240 | R | To: | 98-600 | N. 1 | 4 | | NA | 1997 |
| | | | | From: | 98-600 | ! | | | | |
| 658 | 0.60 | 20 | R | | 70 000 | N. | 4 | | NA | 11/20/20 |
| | | | | To: | Dead End | | | | | |
| \bigcirc | | | | From: | 98-661 | | | | | |
| 659 | 5.89 | 180 | R | To: | 98-603 NCL WYTHEVILLE | N. 1 | 4 | | NA | 1997 |
| | | | | From: | 98-661 | 1 | | | | |
| 660) | 0.70 | 670 | R | | 70 001 | N. | 4 | | NA | 1997 |
| | | | | To: | 98-659 | | | | | |
| \bigcirc | 1.10 | 400 | | From: | NCL WYTHEVILLE | | | | | 1007 |
| 661) | 1.10 | 160 | R | | | N. | 4 | | NA | 1997 |
| | 0.50 | 120 | R | To: From: | 98-600 | N. | ۸ | | NA | 1997 |
| 661 | 0.50 | 120 | K | т | 20.650 | 1N. | ` | | INA | 1991 |
| 661 | 0.87 | 47 | R | From: | 98-659 | N. | 4 | | NA | 1997 |
| 001) | | | | To: | 98-600 | | | | | |
| | | | | From: | Dead End | | | | | |
| 662 | 0.40 | 50 | R | To: | 00.664 | N. 1 | 4 | | NA | 1997 |
| | | | | From: | 98-664 98-667 | | | | | |
| 663) | 1.10 | 300 | R | | 96-007 | I N | 4 | | NA | 1997 |
| | | | | To: | US 11 WEST | | | | | |
| 663) | 0.42 | 80 | R | From: | US 11 EAST |] N | Δ | | NA | 1997 |
| 063) | 0.42 | 00 | | To: | FR-39 | 1.3 | ` | | IVA | 1557 |
| 663) | 0.56 | 40 | R | From: | FR-39 | N. | 4 | | NA | 1997 |
| 009 | | | | To: | Dead End | | | | | |
| | | | | From: | 98-666 | | | | | |
| 664) | 0.40 | 70 | R | | | N. | 4 | | NA | 11/16/20 |
| | 4.00 | 222 | _ | From: | 98-711 | } | | | NIA | 4007 |
| 664) | 4.30 | 390 | R | To: | US 52 | N. 1 | 4 | | NA | 1997 |
| | | | | From: | 98-625 | | | | | |
| 665 | 0.76 | 40 | R | | | N. | 4 | | NA | 11/16/20 |
| | | | | To: From: | 0.76 MW 98-625 |] | | | | |
| 665 | 0.86 | 60 | R | | | N. | 4 | | NA | 11/16/20 |
| | | | | To: | 98-625 | | | | | |
| 666 | 1.00 | 170 | R | From: | 98-625 | J N | Δ. | | NA | 12/14/20 |
| 666 | | | | To: | 98-667 EAST | L | | | | |
| | 4.00 | 400 | | From: | 98-667 WEST | | ^ | | NIA | 10/44/00 |
| 666 | 1.60 | 160 | R | To: | US 11 | N. 1 | 4 | | NA | 12/14/20 |
| | | | | | US 11 | <u> </u> | | | | |

| | | | | | V | ythe Maintenan | ce Area | | | | | | | | |
|--------------|--------|------|----|--------------|-------|---------------------------------|-----------|--------|------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | e Bus | Tr 2Axle 3+Axle | | 2Trail | - QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | | | 1 | | | | | | | |
| 666 | 0.15 | 320 | R | | | US 11 | | | | NA | | | NA | | 1997 |
| | 0.20 | 470 | R | From: | | 98-665 | | | | NIA | | | NIA | | 1007 |
| 666 | 0.28 | 170 | ĸ | To: | | 0.28 MN 98-60 | 55 | l | | NA | | | NA | | 1997 |
| 666 | 0.70 | 170 | R | From: | | | <i>33</i> | | | NA | | | NA | | 11/16/2000 |
| 666 | 1.29 | 120 | R | From: | | 98-664 | | | | NA | | | NA | | 11/16/2000 |
| 666 | 0.15 | 60 | R | From: | | 1.30 MN 98-60 | 54 | | | NA | | | NA | | 1997 |
| | | | | To: From: | | 1.44 MN 98-66 | 64 | ŀ | | | | | | | |
| 666 | 0.21 | 60 | R | To: | | 98-680 | | 1 | | NA | | | NA | | 11/16/2000 |
| | | | | From: | | US 11 | | I | | | | | | | |
| (667) | 0.80 | 360 | R | | | | | | | NA | | | NA | | 1997 |
| | | | | To: From: | | 98-625 WEST 98-625 EAST | | | | | | | | | |
| 667 | 1.30 | 260 | G | 91% | 5% | 3% 1% | 1% | 0% | F | 0.122 | F | 0.6 | 260 | G | 2002 |
| | 1.50 | 440 | G | From: 91% | 5% | 98-652 3% 1% | 1% | 0% | F | 0.125 | F | 0.709 | 450 | G | 2002 |
| 667 | 1.50 | 440 | | To | 370 | 98-663 | 1 /0 | 0 /6 | | 0.123 | | 0.709 | 430 | G | 2002 |
| 667) | 1.30 | 670 | G | 91% | 5% | 3% 1% | 1% | 0% | С | 0.093 | F | 0.627 | 680 | G | 2002 |
| 667) | 0.80 | 820 | G | From: 91% | 5% | 98-654 3% 1% | 1% | 0% | F | 0.119 | F | 0.692 | 840 | G | 2002 |
| (667) | 0.60 | 1000 | G | From: 91% | 5% | 98-655 3 % 1 % | 1% | 0% | F | 0.12 | F | 0.717 | 1000 | G | 2002 |
| | | | | To: | | WCL WYTHEVI | LLE | | | | | | | | |
| (668) | 1.70 | 170 | G | From: 93% | 5% | 98-669 1% 0% | 1% | 0% | С | 0.120 | F | 0.591 | 170 | G | 2002 |
| (000) | | | | То: | | 98-625 | | | | | | | | | |
| | 0.20 | 70 | _ | From: | | 98-670 | | | | NIA | | | NIA | | 12/14/2000 |
| 669 | 0.30 | 70 | R | Tai | | 00.700 | | | | NA | | | NA | | 12/14/2000 |
| 669 | 0.30 | 100 | R | From: | | 98-708 | | | | NA | | | NA | | 12/14/2000 |
| | | | | To: From: | | 98-709 | | | | | | | | | |
| 669 | 2.70 | 240 | R | | | | | | | NA | | | NA | | 1997 |
| | 0.30 | 520 | G | From: 83% | 4% | 98-668 0% 13% | 0% | 0% | С | 0.117 | F | 0.692 | 520 | G | 2002 |
| 669 | 0.30 | 320 | | To: | 4 /0 | 98-674 SOUT | | 0 /6 | C | 0.117 | | 0.092 | 520 | G | 2002 |
| 600 | 0.70 | 60 | R | From: | | 98-674 NORT | Н | | | NA | | | NA | | 12/14/2000 |
| 669 | 0.70 | | | To: | | 98-699 | | | | INA | | | TVA | | 12/14/2000 |
| | | | | From: | | 98-616 | | | | | | | | | |
| 670 | 1.10 | 100 | R | | | | | | | NA | | | NA | | 11/13/2000 |
| (670) | 0.20 | 270 | R | From: | | 98-615 NORT | H | | | NA | | | NA | | 1997 |
| | 2.73 | 400 | R | To: From: | | 98-615 SOUT | Н | | | NA | | | NA | | 1997 |
| 670 | 2 | | | To | | 98-749 | | | | , | | | | | |
| 670 | 0.40 | 180 | R | From: | | 70-177 | | | | NA | | | NA | | 1997 |
| | 0.00 | 440 | | From: | | 98-673 EAST | | | | N/A | | | N.1.0 | | 1007 |
| 670 | 0.90 | 110 | R | To: | | 98-671 | | | | NA | | | NA | | 1997 |
| | | | | ı | | | | | | | | | | | |

| | | | | | • • • | yu ie iviali | itci iai icc | Aica | | | | | | | | |
|-----------------------|--------|------|----|--------------|-------|----------------|---------------|-----------|----------|--------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | 2Axle | | | | \cap | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | QS | 3-671 | | 1 | | | | | | | |
| 670 | 2.20 | 80 | R | | | | 5-071 | | | | NA | | | NA | | 12/14/200 |
| | 2.22 | | | To: From: | | 98 | 3-669 | | | | | | | | | 40/44/000 |
| 670 | 0.30 | 80 | R | т | | 0.0 | . (72 | | | 1 | NA | | | NA | | 12/14/2000 |
| 670 | 2.10 | 60 | R | From: | | 98 | 3-672 | | <u> </u> | | NA | | | NA | | 12/14/2000 |
| | | | | To: From: | | 98 | 3-625 | | | | | | | | | |
| 670 | 0.90 | 70 | R | To: | | U | S 21 | | 1 | | NA | | | NA | | 12/14/200 |
| _ | | | | From: | | | 3-612 | | | | | | | | | |
| 671) | 1.10 | 180 | R | | | | | | | | NA | | | NA | | 12/14/200 |
| | 1.50 | 60 | R | From: | | 98 | 3-749 | | | | NA | | | NA | | 12/14/200 |
| 671) | 1.50 | | | To: | | 98 | 3-670 | | | | INA | | | 14/3 | | 12/14/2000 |
| | | | | From: | | 98 | 3-749 | | | | | | | | | |
| 672 | 0.70 | 80 | R | | | | | | | i | NA | | | NA | | 12/14/2000 |
| | 1.80 | 60 | R | From: | | 98 | 3-625 | | • | | NA | | | NA | | 12/14/2000 |
| 672) | | | | To: | | 98 | 3-670 | | | | | | | | | |
| \bigcirc | 4.00 | | _ | From: | | 98 | 3-749 | | | | | | | | | 10/11/0000 |
| 673 | 1.30 | 30 | R | To: | | 98-67 | 0 EAST | | | | NA | | | NA | | 12/14/2000 |
| \bigcirc | 0.00 | | | From: | | | 0 WEST | | | | NIA | | | NIA | | 40/44/000 |
| 673 | 2.30 | 90 | R | Tar | | 00 | 700 | | 1 | Í | NA | | | NA | | 12/14/2000 |
| 673) | 1.60 | 310 | R | From: | | 98 | 3-708 | | ľ | | NA | | | NA | | 1994 |
| | | | | To: From: | | | 4 WEST | | | | | | | | | |
| 673) | 1.90 | 220 | R | | | 98-67 | 4 EAST | | | | NA | | | NA | | 11/13/200 |
| | | | | To: | | 98 | 3-675 | | | | | | | | | |
| | 1.70 | 160 | R | From: | | 98-62: | 5; 98-690 | | | | NA | | | NA | | 1994 |
| 674) | 1.70 | 100 | K | To: | | 09 660 | SOUTH | | | | INA | | | INA | | 1994 |
| 674) | 1.20 | 580 | G | 95% | 2% | 2% | 0% | 1% | 0% | F | 0.109 | F | 0.515 | 590 | G | 2002 |
| <u> </u> | | | _ | From: | | | 3-709 | | | _ | | _ | | | | |
| 674) | 2.18 | 1000 | G | 95% To: | 2% | 2% SCL RURA | 0% L RETRI | 1% EAT | 0% | С | 0.095 | F | 0.704 | 1000 | G | 2002 |
| Town of Rural Retreat | | | | • | | | | | | | | | | | | |
| _ | 0.42 | 390 | G | 95% | 2% | SCL RURA 2% | L RETRI | EAT 1% | 0% | F | 0.173 | F | 0.643 | 400 | G | 2002 |
| 674) | 0.72 | | | т | 270 | | SOUTH | 170 | | | 0.170 | ' | 0.040 | 400 | | 2002 |
| 674) | 0.21 | 670 | G | 95% | 2% | 2% | 0% | 1% | 0% | F | 0.187 | F | 0.653 | 680 | G | 2002 |
| | 0.40 | 050 | _ | To: From: | | 98 | 3-675 | | | | NI A | | | NIA | | 4004 |
| 674) | 0.16 | 350 | R | Tar | | 20 | 1110 | | | 1 | NA | | | NA | | 1994 |
| (674) | 0.11 | 360 | R | From: | | 98 | -1110 | | | | NA | | | NA | | 1997 |
| | | | | To: | | NCL Ru | ıral Retrea | ıt | | | | | | | | |
| Wythe County | | | | From: | | NCI P | ıral Retrea | ıt | | | | | | | | |
| 674) | 0.10 | 360 | N | <u> </u> | | INCL RU | nai Neues | | | | NA | | | 0 | N | 1997 |
| | | | | To | | | nd End | | | | | | | | | |
| (675) | 0.30 | 30 | ь | From: | | Dea | nd End | | | | NIA | | | NIA | | 11/13/2000 |
| (675) | 0.30 | 30 | R | | | | | | | | NA | | | NA | | 11/13/2000 |

| | | | | | V | ytne Maintenanc | e Area | | | | | | | | |
|-----------------------|--------|------|----|--------------|-----|---------------------------|--------|--------------|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | US 11 | | ī | | | | | | | |
| (675) | 0.49 | 690 | G | 95% | 3% | 1% 0% | 0% | 0% | F | 0.112 | F | 0.518 | 710 | G | 2002 |
| | | | | To | | WCL Rural Retre | at | | | | | | | | |
| Town of Rural Retreat | | | | From: | | WCL Rural Retre | unt. | 1 | | | | | | | |
| 675) | 0.15 | 690 | N | 95% | 3% | 1% 0% | 0% | 0% | N | 0.112 | N | 0.518 | 710 | N | 2002 |
| | | | | Tay | | 98-1114 | | 1- | | | | | | | |
| 675) | 0.49 | 1300 | G | 95% | 3% | 1% 0% | 0% | 0% | F | 0.103 | F | 0.516 | 1300 | G | 2002 |
| | | | | To: From: | | 98-1111 98-1111 Church | 2+ | | | | | | | | |
| (675) Buck St | 0.07 | 230 | G | 95% | 3% | 1% 0% | 0% | 0% | F | 0.164 | F | 0.658 | 230 | G | 2002 |
| | | | | To: From: | | SR 90 Main St | | | | | | | | | |
| 675) | 0.23 | 1600 | G | 95% | 3% | 1% 0% | 0% | 0% | С | 0.222 | F | 0.612 | 1600 | G | 2002 |
| | | | | To: From: | | 98-674 | | - | | | | | | | |
| (675) | 0.23 | 1200 | R | | | | T | | | NA | | | NA | | 1994 |
| | | | | To: | | ECL RURAL RETR | EAT | | | | | | | | |
| Wythe County | | | | From: | | ECL RURAL RETR | EAT | | | | | | | | |
| (675) | 2.47 | 310 | R | | | | | | | NA | | | NA | | 1994 |
| | | | | To: | | 98-699 | | | | | | | | | |
| | 0.60 | 60 | R | From: | | 98-616 | | | | NA | | | NA | | 11/13/2000 |
| 676 | 0.00 | 00 | K | To: | | 0.601.01.00.61 | - | 1 | | INA | | | INA | | 11/13/2000 |
| (676) | 0.50 | 30 | R | From: | | 0.60 MN 98-616 |) | | | NA | | | NA | | 11/13/2000 |
| 676 | 0.00 | | | To: | | US 11 | | | | | | | | | 11/10/2000 |
| _ | | | | From: | | 98-670 | | | | | | | | | |
| 677 | 0.50 | 300 | R | | | | | | | NA | | | NA | | 1994 |
| | | | | To: From: | | 98-778 | | | | | | | | | |
| 677 | 1.60 | 300 | R | To: | | 98-749 SOUTH | | 1 | | NA | | | NA | | 1994 |
| _ | | | | From: | | 98-749 NORTH | | | | | | | | | |
| 677 | 1.10 | 90 | R | . — | | | | | | NA | | | NA | | 11/13/2000 |
| | | | | To: | | 98-674 | | | | | | | | | |
| (678) | 0.53 | 130 | R | From: | | SR 94 | | | | NA | | | NA | | 1994 |
| 076) | 0.00 | | | To: | | SR 94 | | | | | | | | | |
| | | | | From: | | 98-680 | | | | | | | | | |
| (679) | 1.44 | 230 | R | | | | | | | NA | | | NA | | 1994 |
| | | | | To: From: | | FR-38; 98-729 | ID. | <u>l</u> | | | | | | | |
| (680) | 0.04 | 2000 | G | 89% | 1% | I-81 WEST RAM 4% 1% | 5% | 0% | F | 0.101 | F | 0.646 | 2000 | G | 2002 |
| 000) | | | | To: | | 98-679 | | | • | | | | | - | |
| 680 | 0.09 | 1400 | G | From: 89% | 1% | 4% 1% | 5% | 0% | С | 0.096 | F | 0.669 | 1400 | G | 2002 |
| | | | | To: From: | | 98-617 SOUTH | | | | | | | | | |
| 680 | 0.43 | 1000 | G | 89% | 1% | 4% 1% | 5% | 0% | F | 0.089 | F | 0.636 | 1000 | G | 2002 |
| | | | | To: From: | | 98-617 WEST | | | | | | | | | |
| 680 | 1.80 | 430 | G | 89% | 1% | 4% 1% | 5% | 0% | F | 0.090 | F | 0.557 | 440 | G | 2002 |
| | | | | From: | | 98-625 WEST | | | | | | | | _ | |
| 680 | 2.75 | 300 | G | 89% | 1% | 4% 1% | 5% | 0% | F | 0.089 | F | 0.571 | 300 | G | 2002 |
| | 0.07 | 200 | | From: | 40/ | 98-666 | F0/ | 00/ | | 0.000 | | 0.04 | 070 | | 2002 |
| 680 | 2.27 | 360 | G | 89% To: | 1% | 4% 1% US 52 | 5% | 0% | F | 0.099 | F | 0.61 | 370 | G | 2002 |
| | | | | From: | | Dead End | | <u> </u> | | | | | | | |
| 681) | 0.80 | 70 | R | | | D vad Liid | | | | NA | | | NA | | 11/16/2000 |
| | | | | To: | | 0.80 MS Dead Et | nd | | | | | | | | |

| | | | | | VV | ytne Maintenanc | e Alea | | | | | | | | |
|--------------|--------|------|----|--------------|------|---|--------|-----|----------|--------------|----|---------------|-------|----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 0.80 MS Dead Er | ıd | ı | | | | | | | |
| (681) | 0.02 | 60 | R | | | | | | | NA | | | NA | | 1994 |
| | | | | Tn· | | 98-680 | | | | | | | | | |
| 602) | 1.00 | 230 | R | From: | | US 11 | | | | NA | | | NA | | 1994 |
| 682 | | | | To: | | 98-617 | | | | | | | | | |
| | | | | From: | | 98-682 | | | | | | | | | |
| 683 | 1.20 | 48 | R | To: | | 98-617 | | 1 | | NA | | | NA | | 11/16/200 |
| | | | | From: | | US 21 SW | | 1 | | | | | | | |
| (684) | 0.79 | 120 | R | | | | | | | NA | | | NA | | 1994 |
| | | | | To: From: | | Dead End; Gap Tern US 21 S; Gap Term | | | | | | | | | |
| 684) | 2.00 | 80 | R | | | US 21 S, Gap Telli | iiius | | | NA | | | NA | | 12/14/200 |
| | | | | To- From: | | 98-651 | | | | | | | | | |
| 684 | 1.60 | 60 | R | 110111. | | | | | | NA | | | NA | | 12/14/200 |
| | | | | From: | | 98-690 | | | | | | | | | |
| 684) | 3.50 | 180 | R | To: | | US 21 S MID | | 1 | | NA | | | NA | | 1994 |
| | | | | From: | | US 21 N MID | | | | | | | | | |
| 684) | 1.00 | 180 | R | To: | | US 21 N | | | | NA | | | NA | | 1994 |
| | | | | From: | | US 21 NE | | | | | | | | | |
| 684 | 1.16 | 160 | R | | | | | | | NA | | | NA | | 11/30/200 |
| | 0.00 | | | From: | | 1.16 MN US 21 | | • | | NIA. | | | NIA | | 44/00/000 |
| 684) | 0.33 | 20 | R | To: | | Dead End | | | | NA | | | NA | | 11/30/200 |
| | | | | From: | | Dead End | | 1 | | | | | | | |
| 685) | 0.80 | 180 | R | | | | | | | NA | | | NA | | 11/30/200 |
| | | | | To: From: | | 98-634 | | | | | | | | | |
| (686) | 1.30 | 220 | R | FIOIII. | | Dead End | | | | NA | | | NA | | 11/16/200 |
| (000) | | | | To: | | US 52 | | | | | | | | | |
| \bigcirc | | | | From: | | SR 94 | | | | | | | | | |
| (687) | 0.32 | 60 | R | To: | | SR 94 | | | | NA | | | NA | | 12/11/200 |
| | | | | From: | | SR 100 | | 1 | | | | | | | |
| (688) | 2.50 | 110 | R | | | 222.24 | | | | NA | | | NA | | 12/04/200 |
| | | | | To: | | Pulaski County Li | ne | | | | | | | | |
| <u></u> | 0.50 | 220 | R | From: | | 98-615 | | | | NA | | | NA | | 11/13/200 |
| 689 | 0.50 | 220 | K | To: | | 98-616 | | | | INA | | | INA | | 11/13/200 |
| | | | | From: | | 98-625-N; 98-67 | 4 | | | | | | | | |
| 690 | 0.57 | 70 | R | To: | | 00 (25) (ID | | | | NA | | | NA | | 1994 |
| | | | | From: | | 98-625 MID 98-625 SOUTH | | | | | | | | | |
| 690 | 1.94 | 570 | G | 96% | 1% | 1% 1% | 1% | 0% | F | 0.095 | F | 0.544 | 580 | G | 2002 |
| | | 4000 | | From: | 401 | US 21 | 401 | 001 | | 0.000 | | 0.01 | 4400 | | 0000 |
| 690 | 1.68 | 1000 | G | 96% | 1% | 1% 1% | 1% | 0% | С | 0.096 | F | 0.64 | 1100 | G | 2002 |
| | 0.56 | 940 | G | From: 96% | 1% | 98-684 1% 1% | 1% | 0% | F | 0.098 | F | 0.665 | 960 | G | 2002 |
| 690 | 0.50 | V-70 | | | 1 /0 | 98-602 WEST | 1 /0 | | <u>'</u> | 0.000 | ' | 0.000 | | | |
| 690 | 1.42 | 780 | G | From: 96% | 1% | 1% 1% | 1% | 0% | F | 0.096 | F | 0.655 | 790 | G | 2002 |
| | | | | To: From: | | 98-602 EAST | | | | | | | | | |
| 690 | 3.32 | 480 | G | 96% | 1% | 1% 1% | 1% | 0% | F | 0.123 | F | 0.595 | 490 | G | 2002 |
| | | | | To: | | 98-642 | | | | | | | | | |

| | | | | | Wythe Maintenance Area | | | | | |
|--------------|--------|------|---|--------------|-----------------------------|--------------|-------|---------------|---------|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Tr | OC: | () k | Dir Factor | AAWDT (| QW Year |
| Wythe County | | | | From: | 98-670 | 1 | | | | |
| 691) | 1.20 | 46 | R | | 70 070 | N. | 4 | | NA | 12/14/2000 |
| | | | | To: From: | 1.20 ME 98-670 | | | | | |
| 691) | 0.20 | 60 | R | | | N. | Ą | | NA | 12/14/2000 |
| | | | | Tn· | 98-749 | | | | | |
| 600 | 0.90 | 50 | R | From: | Dead End | N | Δ | | NA | 12/14/2000 |
| 692) | 0.00 | 00 | • | To | 98-749 | 一 '`" | ` | | 147 (| 12/14/2000 |
| | | | | From: | US 11 | | | | | |
| 693 | 0.23 | 40 | R | _ | | N/ | Ą | | NA | 1994 |
| | | | | To: | 98-666 | | | | | |
| (604) | 1.00 | 450 | R | From: | SR 94 | N | Δ | | NA | 12/11/200 |
| 694) | 1.00 | 450 | | To: | Dead End | | ` | | 14/-4 | 12/11/2000 |
| | | | | From: | Dead End | | | | | |
| 695) | 0.36 | 60 | R | | | N. | A | | NA | 11/13/200 |
| | | | | To: | 98-616 | | | | | |
| 000 | 2.83 | 180 | R | From: | US 21 | N | Δ | | NA | 11/30/2000 |
| 696) | 2.03 | 100 | IX. | To | 00.640 | | ` | | INA | 11/30/2000 |
| 606 | 0.08 | 30 | R | From: | 98-640 | N/ | 4 | | NA | 11/30/2000 |
| 696 | 0.00 | | • | To: | Dead End | | • | | | 11/00/2000 |
| | | | | From: | FR-44 | | | | | |
| 697 | 0.55 | 30 | R | | | N. | Ą | | NA | 11/27/2000 |
| | | | | To: | FR-44 | | | | | |
| | 0.50 | 160 | R | From: | 98-627 | N | | | NA | 11/30/2000 |
| 698) | 0.30 | 100 | K | | | | ٦ | | INA | 11/30/2000 |
| 698) | 0.50 | 50 | R | From: | 98-731 | N/ | 4 | | NA | 11/30/2000 |
| (696) | 0.00 | | • | To: | Dead End | | ` | | 1471 | 11/00/2000 |
| | | | | From: | 98-674 | | | | | |
| 699 | 1.20 | 90 | R | | | N | Ą | | NA | 12/14/2000 |
| | | | | To: From: | 98-669 | | | | | |
| 699) | 1.00 | 120 | R | | | N. | Ą | | NA | 12/14/2000 |
| | | | | To: From: | 98-675 | | | | | |
| 699 | 1.90 | 280 | R | To: | 98-667 | N. | Ą | | NA | 12/14/2000 |
| | | | | From: | US 52 | | | | | |
| 700 | 1.30 | 150 | R | | 03 32 | — N∠ | A | | NA | 12/04/2000 |
| | | | | To: | Dead End | | | | | |
| | | | | From: | Dead End | | | | | |
| 701) | 1.20 | 80 | R | To: | DI IIG. 4 II | N₁ | 4 | | NA | 1994 |
| | | | | From: | Pulaski County Line | | | | | |
| 702) | 0.90 | 240 | R | r tolii. | FR-44 | N | Α | | NA | 11/27/2000 |
| (102) | | | | To: | Dead End | | _ | | | |
| | | | | From: | 98-608 | | | | | |
| 703) | 0.53 | 80 | R | | | N | A | | NA | 12/04/2000 |
| | | | | To: | Dead End | | | | | |
| 704 | 0.60 | 20 | R | From: | 98-649 | N | 7 | | NA | 11/30/2000 |
| 704) | 0.00 | 20 | 11 | To: | Dead End | ¬ ''' | ` | | 14/7 | 11/30/2000 |
| | | | | From: | 98-617 | | | | | |
| 706 | 0.10 | 10 | R | | | N | Ą | | NA | 11/16/2000 |
| | | | | To: | Dead End | | | | | |

| | | | | | VV ythe Maintenance Area | | | | | | | |
|----------------|--------|------|----|----------|-------------------------------|----------|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trai | - | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | 98-619 | Ī | | | | | | |
| (707) | 3.30 | 60 | R | | | _ | NA | | | NA | | 12/14/2000 |
| \bigcirc | | | | To | 98-651; 98-690 | | | | | | | |
| \bigcirc | | | _ | From: | 98-669 | | | | | | | 1011110000 |
| 708) | 1.20 | 70 | R | To: | 98-673 | 7 | NA | | | NA | | 12/14/2000 |
| | | | | From: | 98-669 | l l | | | | | | |
| (709) | 2.60 | 100 | R | | 70-007 | | NA | | | NA | | 12/14/2000 |
| | | | | To: | 98-674 | Ī | | | | | | |
| | | | | From: | 98-664 | | | | | | | |
| (711) | 0.70 | 20 | R | | | _ | NA | | | NA | | 11/16/2000 |
| | | | | To: | Dead End | | | | | | | |
| | 7.40 | 0.40 | _ | From: | 98-610 | J | | | | | | 4410710000 |
| (712) | 7.40 | 240 | R | To: | Pulaski County Line | 7 | NA | | | NA | | 11/27/2000 |
| | | | | | ruiaski County Line | I | | | | | | |
| Pulaski County | | | | From: | Pulaski County Line | | | | | | | |
| (712) | 0.05 | 40 | R | | · | - | NA | | | NA | | 11/27/2000 |
| | | | | To: | Dead End | | | | | | | |
| Wythe County | | | | | | 1 | | | | | | |
| | 0.75 | 130 | R | From: | Dead End | J | NΙΛ | | | NA | | 11/27/2000 |
| (713) | 0.75 | 130 | K | To | 98-614 | 1 | NA | | | INA | | 11/2//2000 |
| | | | | From: | Dead End | 1 | | | | | | |
| (714) | 0.58 | 40 | R | <u> </u> | Dead End | | NA | | | NA | | 12/11/2000 |
| | | | | To: | 98-739 | 1 | | | | | | |
| 714) | 0.17 | 70 | R | From: | 70-137 | J | NA | | | NA | | 12/11/2000 |
| | | | | To | 98-643 | | | | | | | |
| | | | | From: | 98-680 | | | | | | | |
| (715) | 0.90 | 60 | R | | | _ | NA | | | NA | | 11/16/2000 |
| | | | | To: | Dead End | | | | | | | |
| | | | _ | From: | 98-610 | | | | | | | |
| 716 | 0.50 | 60 | R | To: | Dead End | 1 | NA | | | NA | | 11/27/2000 |
| | | | | From: | | 1 | | | | | | |
| (717) | 4.33 | 230 | G | 91% | US 52 1% 2% 3% 3% 0% | С | 0.121 | F | 0.519 | 230 | G | 2002 |
| | | | | To: | Wythe County Line |] | • | • | 0.0.0 | | | |
| | | | | From: | SR 100 | | | | | | | |
| (718) | 0.37 | 30 | R | | | _ | NA | | | NA | | 12/04/2000 |
| | | | | To: | 98-607 | | | | | | | |
| \bigcirc | | | | From: | SR 69 | | | | | | | 1010110000 |
| 719 | 0.45 | 250 | R | To | US 52 | 7 | NA | | | NA | | 12/04/2000 |
| | | | | From: | | 1 | | | | | | |
| (700) | 0.40 | 100 | R | r roin. | 98-640 | <u>.</u> | NA | | | NA | | 11/30/2000 |
| 720 | 0.40 | 100 | | To | 0.40.101.00.640 | 7 | 14/1 | | | 14/ (| | 11/00/2000 |
| 720 | 1.45 | 320 | R | From: | 0.40 MN 98-640 | J | NA | | | NA | | 11/30/2000 |
| (120) | | | | To: | 98-649 | <u></u> | | | | | | |
| | | | | From: | Dead End | 1 | | | | | | |
| (721) | 0.67 | 30 | R | į. | | _ | NA | | | NA | | 12/14/2000 |
| | | | | To: | 98-779 | | | | | | | |
| | | | | From: | Dead End | | | | | | | |
| 722 | 0.67 | 40 | R | , — | 00.55 | 7 | NA | | | NA | | 1994 |
| | | | | To: | 98-615 | | | | | | | |

| | | | | | Wythe Maintenance Area | a | | | | | | | |
|-----------------------|--------|------|----|--------------|-------------------------|--------------|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Tra | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Town of Rural Retreat | | | | | | | | | | | | | |
| 723) | 0.38 | 470 | R | From: | 98-749 | | | NA | | | NA | | 1994 |
| (123) | | | | To | 98-674 | | | | | | | | |
| Wythe County | | | | From: | Dood End | T | | | | | | | |
| (724) | 0.18 | NA | | rioin. | Dead End | | | NA | | | NA | | |
| | | | | To: From: | 0.18 MW Dead End | - | | | | | | | |
| 724) | 0.12 | 30 | R | | | | | NA | | | NA | | 11/27/2000 |
| | | | | To: | 98-614 | | | | | | | | |
| Town of Rural Retreat | | | | From: | SR 90 | | | | | | | | |
| 725) | 0.23 | 460 | R | | | | | NA | | | NA | | 11/13/2000 |
| <u> </u> | | | | To: | 98-674 | | | | | | | | |
| Wythe County | | | | From: | Dead End | | | | | | | | |
| 726 | 1.33 | 100 | R | | | | | NA | | | NA | | 11/27/2000 |
| | | | | To: From: | 1.33 ME Dead End | | | | | | | | |
| 726) | 2.10 | 210 | R | To: | FR-44 | 1 | | NA | | | NA | | 11/27/2000 |
| Town of Rural Retreat | | | | | TKTI | | | | | | | | |
| | | | _ | From: | Dead End | | | | | | | | |
| (727) | 0.13 | 190 | R | To | 98-675 | 1 | | NA | | | NA | | 11/13/2000 |
| Wythe County | | | | | 70 013 | ı | | | | | | | |
| | | | _ | From: | 98-749 | | | | | | | | |
| (728) | 0.60 | 60 | R | To: | Dead End | i | | NA | | | NA | | 12/14/2000 |
| | | | | From: | FR-38; 98-679 | | | | | | | | |
| 729 | 0.95 | 90 | R | | | | | NA | | | NA | | 11/16/2000 |
| | | | | To: | Dead End | | | | | | | | |
| | 0.25 | 140 | R | From: | SR 94 | | | NA | | | NA | | 12/11/2000 |
| (730) | 0.23 | 140 | K | To: | Dead End | | | INA | | | INA | | 12/11/2000 |
| | | | | From: | Dead End | | | | | | | | |
| (731) | 0.45 | 60 | R | т. | 00.600 | | | NA | | | NA | | 11/30/2000 |
| | | | | To: From: | 98-698 | | | | | | | | |
| (732) | 0.12 | 50 | R | | 0.12 MS 98-742 | | | NA | | | NA | | 12/11/2000 |
| | | | | To: From: | 98-742 | <u> </u> | | | | | | | |
| (732) | 0.15 | 48 | R | | | | | NA | | | NA | | 12/11/2000 |
| | | | | To: | Dead End | | | | | | | | |
| (722) | 0.07 | 20 | R | From: | 98-742 | | | NA | | | NA | | 12/11/2000 |
| 733 | 0.07 | | | To: | 0.08 ME 98-742 | | | 147 (| | | 147. | | 12/11/2000 |
| 733 | 0.03 | 50 | R | From: | 0.08 NIE 98-742 | | | NA | | | NA | | 12/11/2000 |
| | | | | To: From: | 98-732 | | | | | | | | |
| 733 | 0.08 | 40 | R | | | | | NA | | | NA | | 12/11/2000 |
| | | | | To: From: | 98-744 | | | | | | | | |
| (734) | 0.11 | 20 | R | From: | Dead End | | | NA | | | NA | | 12/14/2000 |
| 1.35 | | | | To: | 98-749 | | | • | | | • | | |
| | | | | From: | 98-617 | | | | | | | | |
| 735 | 1.30 | 390 | R | To: | Dond F J | | | NA | | | NA | | 11/16/2000 |
| | | | | From: | Dead End US 52 SOUTH | <u>l</u> | | | | | | | |
| 736 | 0.57 | 420 | R | <u> </u> | US 32 SOUTH | | | NA | | | NA | | 11/30/2000 |
| | | | | To: | US 52 NORTH | | | | | | | | |

| | | | | | ** | yti le iviairiteriario | e Alca | | | | | | | | |
|-----------------------|----------|------|----|--------------|------|---|---------------|------------|-----|--------------|-------|---------------|-------|-----|-----------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | ıck 1Trail | 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | US 11 | | Ī | | | | | | | |
| 737) | 0.13 | 20 | R | | | 05 11 | | | | NA | | | NA | | 11/13/200 |
| | | | | To: | | Dead End | | | | | | | | | |
| 500 | 0.30 | 80 | R | From: | | Dead End | | | | NA | | | NA | | 12/14/200 |
| 738 | 0.00 | 00 | | To: | | 98-619 | | | | INA | | | 14/3 | | 12/14/200 |
| | | | | From: | | Dead End | | | | | | | | | |
| 739 | 0.60 | 60 | R | To: | | 00.714 | | | | NA | | | NA | | 12/11/200 |
| | | | | From: | | 98-714 Dead End | | | | | | | | | |
| 740 | 0.34 | 40 | R | | | Dead End | | | | NA | | | NA | | 12/14/20 |
| | | | | To: From: | | 0.34 MN Dead Er | | | | | | | | | |
| 740 | 0.21 | 60 | R | rioni. | | 0.35 MN Dead E | nd | | | NA | | | NA | | 12/14/200 |
| 740 | <u> </u> | | | To: | | 98-602 | | | | | | | | | , |
| | | | | From: | | SR 94 | | | | | | | | | |
| 741) | 0.26 | 40 | R | т | | GD 04 | | i | | NA | | | NA | | 12/04/200 |
| | | | | To: From: | | SR 94 | | | | | | | | | |
| 742 | 1.98 | 530 | R | FIOIII. | | SR 94 SOUTH | | | | NA | | | NA | | 12/11/200 |
| 142 | | | | To: | | SR 94 NORTH | | | | | | | | | |
| | | | | From: | | SR 94 | | | | | | | | | |
| 743) | 0.10 | 70 | R | To | | 00.764 | | | | NA | | | NA | | 12/11/20 |
| | | | | From: | | 98-764 | | <u>_</u> | | | | | | | |
| 744) | 0.07 | 440 | R | 110111 | | 98-742 | | | | NA | | | NA | | 12/11/20 |
| (**) | | | | To | | SR 94 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 745) | 0.16 | 60 | R | To: | | 00.644 | | | | NA | | | NA | | 12/11/20 |
| | | | | From: | | 98-644 | | | | | | | | | |
| 746 | 0.13 | 20 | R | 110111 | | US 11 | | | | NA | | | NA | | 11/13/200 |
| (140) | | | | To: | | Dead End | | | | | | | | | |
| \sim | | | | From: | | Dead End | | | | | | | | | |
| 748) | 0.55 | 140 | R | | | | | | | NA | | | NA | | 12/11/200 |
| | 0.05 | 000 | | From: | | 98-765 | | | | NI A | | | NIA | | 40/44/00/ |
| (748) | 0.05 | 360 | R | To: | | 98-643 | | | | NA | | | NA | | 12/11/200 |
| Town of Rural Retreat | | | | | | ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | | | | | | | | | |
| | | | | From: | | SR 90 | | | | | | | | | |
| (749) | 0.06 | 5600 | G | 97% | 0% | 2% 0% | 1% | 0% | F | 0.089 | F | 0.578 | 5700 | G | 2002 |
| \bigcirc | 0.21 | 4700 | G | From: 97% | 0% | 98-1101 2% 0% | 1% | 0% | С | 0.085 | F | 0.576 | 4700 | | 2002 |
| (749) | 0.21 | 4700 | G | | 0% | | 170 | 0% | C | 0.065 | Г | 0.576 | 4700 | G | 2002 |
| 740 | 0.17 | 3300 | G | From: 97% | 0% | 98-615 2% 0% | 1% | 0% | F | 0.093 | F | 0.552 | 3400 | G | 2002 |
| (749) | 0.11 | | | | 070 | 98-1112 | .,, | | • | 0.000 | | 0.002 | 0.100 | | 2002 |
| (749) | 0.03 | 2300 | G | From: 97% | 0% | 2% 0% | 1% | 0% | F | 0.092 | F | 0.55 | 2400 | G | 2002 |
| | | | | To: | | SCL Rural Retrea | at | | | | | | | | |
| Wythe County | | | | Enn | | aar n :- | | | | | | | | | |
| (740) | 1.09 | 2300 | N | 97% | 0% | SCL Rural Retreated 2% 0% | 1% | 0% | N | 0.092 | N | 0.55 | 2400 | N | 2002 |
| (749) | 1.00 | | | To | J 70 | | | | . 1 | 0.002 | - 1 4 | 0.00 | | . 1 | |
| (749) | 3.15 | 1400 | G | From: 97% | 0% | 98-677 SOUTH 2% 0% | 1% | 0% | F | 0.093 | F | 0.564 | 1400 | G | 2002 |
| | | | - | | | | | | | | | | | - | |

| | | | | | V۱ | /ythe Maintenand | ce Area | | | | | | | | |
|-----------------------|--------|------|----|--------------|-----|-------------------------|---------|-----|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tri 2Axle 3+Axle | | | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Smvth County | | | | From: | | | | - | | | | | | | |
| (749) | 0.15 | 1400 | N | 97% | 0% | Wythe County L 2% 0% | 1% | 0% | N | 0.093 | N | 0.564 | 1400 | N | 2002 |
| 149 | | | | To: | | 86-614 Smyth Count | y Line | | | | | | | | |
| Wythe County | | | | From: | | Smyth County L | ine | 1 | | | | | | | |
| 749 | 5.13 | 690 | G | 94% | 2% | 2% 1% | 1% | 0% | F | 0.098 | F | 0.517 | 700 | G | 2002 |
| | | | | To: From: | | 98-672 | | 1 | | | | | | | |
| 749 | 0.77 | 580 | G | 94% | 2% | 2% 1% | 1% | 0% | F | 0.1 | F | 0.632 | 590 | G | 2002 |
| | 1 20 | 4400 | | From: | 20/ | 98-612 | 10/ | 00/ | С | 0.006 | F | 0.500 | 1100 | | 2002 |
| 749 | 1.39 | 1100 | G | 94% To: | 2% | 2% 1% US 21 | 1% | 0% | C | 0.096 | Г | 0.568 | 1100 | G | 2002 |
| | | | | From: | | Dead End | | | | | | | | | |
| 750 | 0.65 | 400 | R | | | | | | | NA | | | NA | | 11/27/200 |
| | | | | To: | | SR 121 | | | | | | | | | |
| (751) | 0.30 | 40 | R | From: | | Dead End | | | | NA | | | NA | | 12/04/2000 |
| (731) | 0.00 | | | To: | | 98-643 Gap | | | | | | | | | 12/01/2000 |
| | 0.95 | 160 | R | From: | | SR 94 Gap | | | | NA | | | NA | | 12/04/2000 |
| (751) | 0.95 | 100 | K | To: | | Dead End | | 1 | | INA | | | INA | | 12/04/2000 |
| | | | | From: | | 98-619 | | | | | | | | | |
| 752 | 0.80 | 40 | R | | | | | | | NA | | | NA | | 11/30/2000 |
| | | | | To: | | Dead End | | | | | | | | | |
| Town of Rural Retreat | | | | From: | | 98-616 | | I | | | | | | | |
| (753) | 0.20 | 80 | R | | | | | | | NA | | | NA | | 11/13/2000 |
| | | | | To: | | NCL RURAL RETI | REAT | | | | | | | | |
| Wythe County | | | | From: | | 98-607 WEST | , | i | | | | | | | |
| (754) | 0.45 | 40 | R | | | 70 007 WEST | | | | NA | | | NA | | 12/04/2000 |
| | | | | To | | 98-607 EAST | | | | | | | | | |
| | 0.40 | 130 | R | From: | | 98-694 | | | | NA | | | NA | | 12/11/200 |
| (755) | 0.40 | 130 | K | To: | | Dead End | | | | INA | | | INA | | 12/11/2000 |
| | | | | From: | | Dead End | | | | | | | | | |
| (757) | 0.10 | 50 | R | | | | | | | NA | | | NA | | 12/11/2000 |
| | | | | To: | | 98-742 | | | | | | | | | |
| 750 | 0.38 | NA | | From: | | Cul-de-Sac | | | | NA | | | NA | | |
| 758) | 0.00 | | | To: | | 98-776 | | | | | | | | | |
| 758) | 0.30 | 520 | R | From: | | 70-770 | | | | NA | | | NA | | 11/30/2000 |
| | | | | To: | | FR-42 | | | | | | | | | |
| \bigcirc | 0.05 | | _ | From: | | SR 69 | | | | | | | | | 40/04/000 |
| (759) | 0.25 | 60 | R | To: | | Dead End | | | | NA | | | NA | | 12/04/2000 |
| | | | | From: | | Dead End | | | | | | | | | |
| 760 | 0.02 | 30 | R | | | | | | | NA | | | NA | | 12/04/2000 |
| | | | | To: | | 98-619 | | | | | | | | | |
| <u></u> | 0.30 | 100 | R | From: | | Dead End | | | | NA | | | NA | | 1994 |
| 761 | 0.30 | 100 | ĸ | To: | | US 11 | | | | INA | | | INA | | 1334 |
| | | | | From: | | Dead End | | i | | | | | | | |
| 762 | 0.20 | 40 | R | | | | | | | NA | | | NA | | 11/27/2000 |
| | | | | To: | | FR-44 | | | | | | | | | |
| | 0.15 | 190 | R | From: | | Dead End | | | | NA | _ | | NA | _ | 12/11/2000 |
| (763) | 0.15 | 130 | ĸ | To: | | 98-614 | | | | INA | | | INA | | 12/11/2000 |
| | | | | | | - | | | | | | | | | |

| · | | | | | W۱ | ythe Maintenance Area | | | | | | | |
|--------------|--------|------|----|--------------|-----|---------------------------------|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Truck2Axle 3+Axle 1Trail 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | CD 04 | | | | | | | |
| (764) | 0.75 | 60 | R | | | SR 94 | | NA | | | NA | | 12/11/2000 |
| | | | | To: | | Dead End | | | | | | | |
| | 0.05 | | _ | From: | | 98-748 | | | | | | | 1000 |
| 765 | 0.35 | 60 | R | To: | | Dead End | | NA | | | NA | | 1989 |
| | | | | From: | | Dead End | | | | | | | |
| 766 | 0.56 | 100 | R | | | | | NA | | | NA | | 12/04/2000 |
| | | | | To: | | SR 94 | | | | | | | |
| 707 | 0.08 | 50 | R | From: | | Dead End | | NA | | | NA | | 11/27/2000 |
| 767) | 0.08 | 30 | K | To: | | 98-614 | | INA | | | INA | | 11/21/2000 |
| | | | | From: | | Dead End | | | | | | | |
| 768 | 0.40 | 30 | R | | | | | NA | | | NA | | 12/11/2000 |
| | | | | To: | | 98-642 | | | | | | | |
| | 0.08 | 60 | R | From: | | 98-694 | | NA | | | NA | | 12/11/2000 |
| 769 | 0.08 | 00 | K | To: | | Dead End | | INA | | | INA | | 12/11/2000 |
| | | | | From: | | Dead End | | | | | | | |
| 770 | 0.09 | 30 | R | | | | | NA | | | NA | | 11/30/2000 |
| | | | | To- | | 98-630 | | | | | | | |
| | 0.25 | 140 | R | From: | | US 11 | | NA | | | NA | | 1994 |
| 771) | 0.23 | 140 | IX | To: | | Dead End | | INA | | | INA | | 1334 |
| | | | | From: | | Carroll County Line | | | | | | | |
| 772 | 1.70 | 140 | R | | | | | NA | | | NA | | 12/04/2000 |
| | | | | To: From: | | 98-607 | | | | | | | |
| (772) | 1.00 | 110 | R | To: | | D 15 1 | | NA | | | NA | | 12/04/2000 |
| | | | | From: | | Dead End | | | | | | | |
| (773) | 0.75 | 250 | R | | | US 21 | | NA | | | NA | | 12/14/2000 |
| (113) | | | | To: | | 98-650 | | | | | | | |
| | | | | From: | | Dead End | | | | | | | |
| (774) | 0.17 | 60 | R | To: | | 00 (42 | | NA | | | NA | | 12/11/2000 |
| | | | | From: | | 98-643 | | | | | | | |
| (776) | 0.17 | 200 | R | | | Dead End | | NA | | | NA | | 11/30/2000 |
| 110 | | | | To: | | 98-758 | | | | | | | |
| | | | | From: | | US 21 | | | | | | | |
| 777 | 0.15 | 70 | R | To: | | Dead End | | NA | | | NA | | 12/14/2000 |
| | | | | From: | | Dead End | | | | | | | |
| 778) | 0.74 | NA | | | | Dead End | | NA | | | NA | | |
| | | | | To: | | 98-677 | | | | | | | |
| \bigcirc | | | | From: | | 98-602 SOUTH | | | | | | | |
| 779 | 0.55 | 230 | R | To: | | 98-602 NORTH | | NA | | | NA | | 12/14/2000 |
| | | | | From: | | US 52 SOUTH | | | | | | | |
| 780 | 1.01 | 210 | R | <u> </u> | | 00 02 000 111 | | NA | | | NA | | 11/30/2000 |
| | | | | To: | | US 52 NORTH | | | | | | | |
| | | | | From: | | Dead End | | | | | | | |
| 781) | 0.20 | NA | | To: | | 98-694 | | NA | | | NA | | |
| | | | | From: | | - | | | | | | | |
| 782 | 0.54 | 270 | R | <u> </u> | | FR-44 | | NA | | | NA | | 11/27/2000 |
| | | - | | To- | | Dead End | | | | | | | |
| | | | | | | | | | | | | | |

| | | | | Wythe Maintenance Area | | | | | | | |
|--------|--|--|---|---------------------------------------|---|---|---|----------------------------------|---|----------------------------------|--|
| Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Tra | ail QC | | QK | Dir Factor | AAWDT | QW | Year |
| | | | From: | FR-44 | 1 | | | | | | |
| 0.25 | 90 | R | | | | NA | | | NA | | 11/27/2000 |
| | | | | | | | | | | | |
| 0.22 | NΔ | | From: | Dead End/ | | ΝΔ | | | ΝΔ | | |
| 0.22 | NA. | | To: | SR-00094(B)/ | 1 | INA | | | INA | | |
| | | | From: | Cul-de-Sac | | | | | | | |
| 0.04 | 30 | R | | | _ | NA | | | NA | | 11/30/2000 |
| | | | To: From: | 98-791 | | | | | | | |
| 0.09 | 120 | R | To: | 99 (22 | _ | NA | | | NA | | 11/30/2000 |
| | | | | | | | | | | | |
| 0.13 | 40 | R | r tom. | 98-790 | | NA | | | NA | | 11/30/2000 |
| 00 | | | To: | Cul-de-Sac | | | | | | | |
| | | | From: | Cul-de-Sac | | | | | | | |
| 0.50 | NA | | . — | | _ | NA | | | NA | | |
| | | | | | 1 | | | | | | |
| 1 13 | 130 | R | From: | 98-621 | | NΔ | | | NΑ | | 12/04/2000 |
| 1.10 | 100 | | To: | 98-608 | | 1471 | | | 14/ (| | 12/04/2000 |
| | | | From: | US-00052(B)/ | | | | | | | |
| 0.23 | NA | | | | | NA | | | NA | | |
| | | | | Cul-de-Sac/ | | | | | | | |
| 0.74 | NA | | From: | 98-619 | | NIA | | | NIA | | |
| 0.74 | NA | | To- | Dead End | | NA | | | INA | | |
| | | | From: | | | | | | | | |
| 0.10 | NA | | | 30.21 | | NA | | | NA | | |
| | | | To: | Cul-de-Sac | | | | | | | |
| | | | From: | SR 94 | | | | | | | |
| 0.18 | 30 | R | To: | Dead End | ╗ | NA | | | NA | | 12/04/2000 |
| | | | | | l | | | | | | |
| 0.08 | NA | | <u> </u> | 70-020 | | NA | | | NA | | |
| | | | To: | 98-807 | | | | | | | |
| | | | From: | Dead End | | | | | | | |
| 0.60 | NA | | To: | 00.007 | 7 | NA | | | NA | | |
| | | | | | | | | | | | |
| 0.15 | 50 | R | | 98-003 SOUTH | | NA | | | NA | | 11/20/2000 |
| | | | To: | 98-603 NORTH | | | | | | | |
| | | | From: | 98-680 | | | | | | | |
| 0.03 | 20 | R | . — | | _ | NA | | | NA | | 11/16/2000 |
| | | | | | <u> </u> | | | | | | |
| 0.60 | 90 | D | From: | 98-670 | | NΙΔ | | | NΔ | | 1997 |
| 0.00 | 30 | | To: | 98-749 | | IVA | | | IVA | | 1007 |
| | | | From: | 98-610; 98-1007 | | | | | | | |
| 0.32 | 570 | R | | | - | NA | | | NA | | 11/27/2000 |
| | | | To: | 98-1005 | | | | | | | |
| 0.24 | 200 | Р | From: | 98-1006 | _ | NI A | | | NIA | | 11/07/0000 |
| 0.31 | 360 | ĸ | To: | Dead End | | INA | | | NA | | 11/27/2000 |
| | | | From: | | 1 | | | | | | |
| 0.25 | 140 | R | <u> </u> | , , , , , , , , , , , , , , , , , , , | _ | NA | | | NA | | 11/27/2000 |
| | | | To- | 0.25 MN 98-1005 | | | | | | | |
| | 0.25 0.22 0.04 0.09 0.13 0.50 1.13 0.23 0.74 0.10 0.18 0.08 0.60 0.15 0.03 0.60 0.32 0.31 | 0.25 90 0.22 NA 0.04 30 0.09 120 0.13 40 0.50 NA 1.13 130 0.23 NA 0.74 NA 0.10 NA 0.18 30 0.08 NA 0.08 NA 0.15 50 0.03 20 0.60 90 0.32 570 0.31 380 | 0.25 90 R 0.22 NA 0.04 30 R 0.09 120 R 0.13 40 R 0.50 NA 1.13 130 R 0.23 NA 0.74 NA 0.10 NA 0.18 30 R 0.08 NA 0.08 NA 0.09 NA 0.15 50 R 0.03 20 R 0.03 20 R 0.32 570 R 0.31 380 R | 0.25 90 R From | Length AADT QA 4 Tire Bus Truck 2 | Length AADT QA 4Tire Bus Truck QC 2Axle 3*Axle 1Trail 2Trail QC 2Axle 3*Axle 1Trail 2Trail QC QX 3*Axle 1Trail 2Trail QC QX QX QX QX QX QX QX | Length AADT QA 4Tire Bus Truck QC Peak Hour | Length AADT QA 4Tire Bus | Length AADT QA 4Tire Bus 2Axie 3+xie 1Trail 2Trail QC Peak Hour QK Factor | Length AADT QA 4Tire Bus | Length AADT QA 4Tire Bus 2ANde 37-ANde Truck Truck CR Peak Rector AAWDT QW |

| | | | | | ** | ythe Maintenanc | C / II Cu | | | | | | | | |
|-----------------------|--------|------|---|---------------|-----|---------------------|---------------|----------|----|--------------|----|---------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus | Tru 2Axle 3+Axle | ıck 1Trail | 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | | 0.25 MN 98-100 | 5 | 1 | | | | | | | |
| 1003 | 0.20 | NA | | | | 0.23 14114 76-100 | <u> </u> | | | NA | | | NA | | |
| | | | | To | | 98-610 | | | | | | | | | |
| \sim | | | | From: | | SR 121; 98-100 | 7 | | | | | | | | |
| 1004 | 0.22 | 1400 | R | To: | | 00.610 | | 1 | | NA | | | NA | | 11/27/200 |
| | | | | From: | | 98-610 98-610 | | | | | | | | | |
| 1005) | 0.65 | 200 | R | | | 98-010 | | | | NA | | | NA | | 11/27/200 |
| 1003) | | | | To: | | Dead End | | | | | | | | | |
| | | | | From: | | SR 121 | | | | | | | | | |
| 1006 | 0.06 | 1900 | G | 93% | 2% | 3% 2% | 1% | 0% | С | 0.133 | F | 0.509 | 2000 | G | 2002 |
| | | | | To: From: | | 98-610 | | | | | | | | | |
| 1006 | 0.08 | 340 | R | т | | 00.100 | | i | | NA | | | NA | | 11/27/200 |
| | | | | To: From: | | 98-1002 | | | | | | | | | |
| 1007 | 0.50 | 220 | R | Pioni. | | Dead End | | | | NA | | | NA | | 11/27/20 |
| 1007 | 0.00 | 220 | • | To: | | 98-610; 98-100 | 1 | | | 1471 | | | 147 (| | 11/2//20 |
| | | | | From: | | Dead End | | Ĩ | | | | | | | |
| 1008 | 0.03 | 30 | R | | | | | | | NA | | | NA | | 11/27/200 |
| | | | | To: | | 98-1002; 98-100 | 5 | | | | | | | | |
| \bigcirc | | | _ | From: | | Dead End | | | | | | | | | 4.4.0=40.0 |
| 1009 | 0.14 | 40 | R | To: | | SR 121 | | | | NA | | | NA | | 11/27/200 |
| | | | | From: | | Dead End | | <u>_</u> | | | | | | | |
| 1010 | 0.25 | 70 | R | <u> </u> | | Dead End | | | | NA | | | NA | | 11/27/20 |
| 1010) | | | | To | | 98-610 | | | | | | | | | |
| | | | | From: | | Dead End | | | | | | | | | |
| 1011) | 0.13 | 70 | R | | | | | | | NA | | | NA | | 11/27/200 |
| | | | | To: | | 98-1009 | | | | | | | | | |
| | 0.57 | 450 | _ | From: | | 98-610 | | | | NIA | | | NIA | | 44/07/00 |
| 1012 | 0.57 | 450 | R | To: | | Dead End | | | | NA | | | NA | | 11/27/20 |
| | | | | From: | | SR 94 | | | | | | | | | |
| 1015) | 0.21 | NA | | <u> </u> | | 51(). | | | | NA | | | NA | | |
| | | | | To: | | 98-1016 | | | | | | | | | |
| $\overline{}$ | | | | From: | | 98-1015 | | | | | | | | | |
| 1016) | 0.13 | NA | | To: | | D1E-1 | | 1 | | NA | | | NA | | |
| | | | | From: | | Dead End | | J | | | | | | | |
| 1041) | 0.41 | NA | | 110111. | | Cul-de-Sac/ | | | | NA | | | NA | | |
| 1041) | | | | To | | FR-00045(B)/ | | | | | | | | | |
| | | | | From: | | Cul-de-Sac | | | | | | | | | |
| 1044 | 0.36 | NA | | | | | | | | NA | | | NA | | |
| | | | | To: | | FR-45 | | | | | | | | | |
| Town of Rural Retreat | | | | From: | | 98-616 | | 1 | | | | | | | |
| 1101) | 0.27 | 1000 | G | 97% | 1% | 1% 0% | 0% | 0% | С | 0.108 | F | 0.591 | 1100 | G | 2002 |
| \bigcup | | | | To: | | 98-749 | | | | | | | | | |
| | | | | From: | | 98-723 | | | | | | | | | |
| 1102 | 0.04 | 60 | R | _{T.} | | 00.010 | | | | NA | | | NA | | 11/13/200 |
| | | | | To: | | 98-616 | | | | | | | | | |
| (400) | 0.07 | 130 | R | From: | | 98-1118 | | | | NA | | | NA | | 11/13/200 |
| (1103) | 0.07 | 100 | 11 | To: | | 98-1117 Gap Term | inus | | | 1 1/-1 | | | INC | | 11/10/200 |
| \bigcirc | | | _ | From: | | 98-1101 Gap Term | | | | | | | | | |
| (1103) | 0.05 | 50 | R | Tar | | 00.515 | | | | NA | | | NA | | 11/13/200 |
| | | | | To: | | 98-616 | | | | | | | | | |

| | | | | | vv ythe Maintenance Area | | | | | | |
|-----------------------|--------|------|----|--------------|--------------------------------|--------------|--------------|------------------|-------|----|------------|
| Route | Length | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | QC | Peak Hour | OK Dir Factor | AAWDT | QW | Year |
| Wythe County | | | | From: | 98-1119 | i | | | | | |
| 1104 | 0.08 | 48 | R | | | • | NA | | NA | | 11/13/2000 |
| | | | | To- | WCL RURAL RETREAT | | | | | | |
| Town of Rural Retreat | | | | From: | WCL RURAL RETREAT | | | | | | |
| (1104) | 0.11 | 130 | R | To: | 98-727 | 1 | NA | | NA | | 11/13/200 |
| | | | | From: | Dead End | <u> </u> | | | | | |
| (1105) | 0.05 | 30 | R | _ | | • | NA | | NA | | 11/13/200 |
| | | | | To: From: | 98-615 | <u> </u> | | | | | |
| (1106) | 0.03 | 480 | R | rioin. | 98-674 | j | NA | | NA | | 11/13/200 |
| | | | | To: | 98-9424 | <u> </u> | | | | | |
| \bigcirc | 0.05 | 90 | | From: | Dead End | | NIA | | NIA | | 11/12/200 |
| (1107) | 0.05 | 80 | R | To | 98-616 | 1 | NA | | NA | | 11/13/200 |
| | | | | From: | 98-675 | | | | | | |
| (1108) | 0.10 | 60 | R | To: | 98-1109 | ī | NA | | NA | | 11/13/200 |
| | | | | From: | Dead End | <u> </u> | | | | | |
| (1109) | 0.02 | 60 | R | | Doud End | 1 | NA | | NA | | 11/13/200 |
| | | | | To: From: | 98-1108 | } | | | | | |
| 1109 | 0.02 | 10 | R | To: | Dead End | 1 | NA | | NA | | 11/13/200 |
| | | | | From: | 0.05 MW 98-674 | <u> </u> | | | | | |
| (1110) | 0.05 | 20 | R | | 0.00 11111 70 07 1 | 1 | NA | | NA | | 11/13/200 |
| | | | | To: From: | 98-674 | | | | | | |
| 1110 | 0.10 | 80 | R | To: | Dead End | 1 | NA | | NA | | 11/13/200 |
| | | | | From: | SR 90 | | | | | | |
| (1111) | 0.16 | 500 | R | | | <u>.</u> | NA | | NA | | 11/13/200 |
| | | | | To: | 98-675 | | | | | | |
| (1112) | 0.10 | 940 | G | From: 95% | 98-749 0% 2% 2% 1% 0% | C | 0.097 | F 0.682 | 950 | G | 2002 |
| | | | | To: | 98-674 | <u> </u> | | | | | |
| \bigcirc | 0.40 | 70 | _ | From: | 98-727 | | NIA | | NIA | | 44/40/000 |
| (1113) | 0.12 | 70 | R | To: | WCL RURAL RETREAT | 1 | NA | | NA | | 11/13/2000 |
| Wythe County | | | | • | | | | | | | |
| | 0.11 | 80 | R | From: | WCL RURAL RETREAT | İ | NA | | NA | | 11/13/2000 |
| (1113) | 0.11 | - 00 | | To: | 98-1114 | 1 | IVA | | IVA | | 11/10/2000 |
| | | | | From: | 98-1119 | | | | | - | |
| (1114) | 0.09 | 220 | R | To: | WCL Rural Retreat | 1 | NA | | NA | | 11/13/2000 |
| Town of Rural Retreat | | | | | WCL Ruidi Reticat | | | | | | |
| | 0.07 | | _ | From: | WCL Rural Retreat | | | | | | 444404000 |
| (1114) | 0.07 | 220 | R | To: | 98-675 | Ī | NA | | NA | | 11/13/2000 |
| | | | | From: | 98-725 | | | | | | |
| (1115) | 0.15 | 150 | R | | | - 1 | NA | | NA | | 11/13/2000 |
| | | | | To: From: | 98-675 | <u> </u> | | | | | |
| (1116) | 0.15 | 80 | R | | Dead End | ı | NA | | NA | | 11/13/2000 |
| | | | | To | 98-674 | 1 | | | | | |
| | | | | | | | | | | | |

| l enath | | | | | | Peak | | Ď. | | | |
|---------|--|---|---|--------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Lengui | AADT | QA | 4Tire | Bus 2Axle 3+Axle 1Trail 2Trail | C)C: | Hour | QK | Dir Factor | AAWDT | QW | Year |
| | | | From: | 98-1103 | Ī | | | | | | |
| 0.13 | 210 | R | | | - | NA | | | NA | | 11/13/2000 |
| | | | To: | 98-749 | | | | | | | |
| 0.21 | 100 | ь | From: | Dead End | _ | NΙΛ | | | NΛ | | 11/13/2000 |
| 0.21 | 100 | K | To: | 98-1103 | 1 | INA | | | INA | | 11/13/2000 |
| | | | <u> </u> | | | | | | | | |
| | | | From: | Dead End | | | | | | | 4.4.4.0.100000 |
| 0.32 | 80 | ĸ | To: | 98-1114 | 1 | NA | | | NA | | 11/13/2000 |
| | | | From: | | 1 | | | | | | |
| 0.23 | 130 | R | | | - | NA | | | NA | | 11/13/2000 |
| | | | To: | Dead End | | | | | | | |
| 0.07 | 200 | _ | From: | 98-675 | | N1 A | | | NIA | | 44/40/0000 |
| 0.27 | 330 | ĸ | To | US 11 | 1 | NA | | | INA | | 11/13/2000 |
| | | | From: | | | | | | | | |
| 0.26 | 130 | R | | 76 575 | _ | NA | | | NA | | 11/13/2000 |
| | | | To: | 98-1121 | | | | | | | |
| 0.40 | | | From: | 98-1114 | | N1.A | | | NIA | | 44/40/0000 |
| 0.10 | 30 | ĸ | To: | Cul-de-Sac | 1 | NA | | | NA | | 11/13/2000 |
| | | | From: | | 1 | | | | | | |
| 0.23 | NA | | <u> </u> | Dead Elite | J | NA | | | NA | | |
| | | | To: | Dead End/ | | | | | | | |
| 0.40 | | | From: | 98-634 SOUTH | | | | | | | 4.4/00/0000 |
| 0.48 | 90 | R | To: | 98-634 NORTH | 1 | NA | | | NA | | 11/30/2000 |
| | | | From: | | <u> </u> | | | | | | |
| 0.08 | 49 | R | <u> </u> | SI LED WEEL ELEM SCII | J | NA | | | NA | | 1994 |
| | | | To: | 98-749 | | | | | | | |
| | | | From: | IVANHOE ELEM SCH | | | | | | | |
| 0.09 | 100 | R | To: | 08 742 | 1 | NA | | | NA | | 1994 |
| | | | | | | | | | | | |
| 0.05 | 180 | R | | JACKSON WEWORIAL | _ | NA | | | NA | | 1994 |
| | | | To: | ELEM SCH; US 52 | | | | | | | |
| | | | r | | 1 | | | | | | |
| 0.12 | 160 | R | From: | RETREAT ELEM HIGH | _ | NΔ | | | NΔ | | 1994 |
| 0.12 | | | To: | SCH; 98-675 |] | 147 (| | | 1471 | | 1004 |
| | | | | | | | | | | | |
| 0.07 | 470 | В | From: | AUSTINVILLE ELEM | | NIA | | | NIA | | 1004 |
| 0.07 | 170 | ĸ | To: | SCH: 98-636 | 1 | INA | | | INA | | 1994 |
| | | | From: | | 1 | | | | | | |
| 0.04 | 180 | R | | | 4 | NA | | | NA | | 1994 |
| | | | To: | ELEM SCH; SR 94 | | | | | | | |
| 0.04 | 400 | _ | From: | US 52; FORT | | | | | | | 1001 |
| 0.21 | 430 | к | To: | CHISWELL HIGH SCH | 1 | NΑ | | | NA | | 1994 |
| | | | | | | | | | | - | |
| | | | From: | US 52 | | | | | | | |
| | | | | | _ | | _ | 0 5 4 0 | | | |
| 1.19 | 1700 | G | 98% | 0% 2% 0% 0% 0% | F 1 | 0.095 | F | 0.516 | 1700 | G | 2002 |
| 1.19 | 1700 | G | To: | NCL Wytheville | <u> </u> | 0.095 | <u> </u> | 0.516 | 1700 | G | 2002 |
| 1.19 | 1700 1500 | G G | | |] | 0.095 | F | 0.516 | 1700 | G G | 2002 |
| | 0.21 0.32 0.23 0.26 0.10 0.23 0.48 0.08 0.09 0.05 0.12 | 0.21 100 0.32 80 0.23 130 0.27 330 0.26 130 0.10 30 0.23 NA 0.48 90 0.08 49 0.09 100 0.05 180 0.12 160 0.07 170 0.04 180 | 0.21 100 R 0.32 80 R 0.23 130 R 0.26 130 R 0.10 30 R 0.23 NA 0.48 90 R 0.08 49 R 0.09 100 R 0.05 180 R 0.12 160 R 0.07 170 R 0.04 180 R | 0.13 | O.13 210 R | 0.13 210 R | 0.13 210 R |

| Cannard Wyrthersille | | | | | | VV | ytne Maintenanc | e Area | | | | | | | | |
|--|----------------------------|--------|------|----|----------|-------|-------------------|--------|--------|------|-------------|----|-------|-------|----|------|
| Lithia Rd | Route | Length | AADT | QA | 4Tire | Bus | | | 2Trail | - QC | | QK | | AAWDT | QW | Year |
| Lithia Rd | Cown of Wytheville | | | | | | | | | | | | | | | |
| Nye Rd | <u> </u> | | | _ | | 201 | | | | _ | | _ | | 4=00 | | |
| Nye Rd | 3 Lithia Rd | 0.48 | 1400 | G | _ | 0% | | 0% | 0% | F | 0.102 | F | 0.6 | 1500 | G | 2002 |
| Nye Rd | <u> </u> | | | | In- | | Nye Rd | | | | | | | | | |
| Proposition 8d Proposition 8d Pro | O | | | _ | | | | | | _ | | _ | | | _ | |
| Section Sect | (4) Nye Rd | 1.25 | 1000 | G | _ | 0% | | | 0% | F | 0.11 | F | 0.706 | 1100 | G | 2002 |
| Cold Stage Rd | | | | | | | | | | | | | | | | |
| | \sim | | | | | | | | | | | | | | | |
| Penalis Rd | (5250) Old Stage Rd | 1.63 | 1400 | G | | 0% | | | 0% | F | 0.090 | F | 0.677 | 1400 | G | 2002 |
| W Ridge Rd 0.14 640 G 98% 0% 2% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% | | | | | To: | | US 21 Grayson S | St | | | | | | | | |
| Wilding St 1.55 1300 G 98% 0% 0% 0% 0% 0% 0% 0% | \sim | | | | | | | | | | | | | | | |
| W Ridge Rd 0.49 1600 G 98% 0% 2% 0% 0% 0% 0% 0% 0 | ₅₂₅₂ W Ridge Rd | 0.14 | 640 | G | 98% | 0% | 2% 0% | 0% | 0% | F | 0.101 | F | 0.529 | 680 | G | 2002 |
| ## W Ridge Rd | | | | | To: | | Old WCL Wythev | ille | | | | | | | | |
| W Ridge Rd | 5252) W Ridge St | 1.55 | 1300 | G | | 0% | | | 0% | С | 0.105 | F | 0.551 | 1400 | G | 2002 |
| Withers Rd 0.49 1600 G 89% 0% 2% 0% 0% 0% 0% F 103 14Th St 103 14Th St 104 14% 1% 1% 1% 0% 0% F 105 14Th St 11th St 11th St 11th St 11th St 11th St 105 14Th St 11th St 1 | 139 | | | | To: | | 10TL C4 | | | | | | | | | |
| Withers Rd 0.25 3700 G 97% 1% 1% 1% 1% 0% F 0.098 F 0.582 3900 G 200 | W Ridge Rd | 0.49 | 1600 | G | | 0% | | 0% | 0% | F | 0.096 | F | 0.538 | 1700 | G | 2002 |
| Withers Rd 0.25 3700 G 97% 1% 1% 1% 1% 0% F 0.098 F 0.582 3900 G 200 | 139 | 0.70 | .000 | 3 | | U /U | | J /0 | 3,0 | • | 5.000 | • | 0.000 | 1700 | J | 2002 |
| Withers Rd 0.25 3700 G 97% 1% 1% 1% 1% 0% F 0.098 F 0.582 3900 G 200. 11th St | | | | | | | | | | | | | | | | |
| 11th St | Withers Dd | 0.25 | 3700 | G | | 10/ | | 10/ | Nº/- | _ | 0.000 | _ | 0 583 | 3000 | G | 200 |
| 11th St | 139 VVIIIICIS KU | 0.23 | 3700 | G | _ | 1 70 | | ı 70 | 070 | Г | 0.096 | Г | 0.302 | 3900 | G | 200 |
| 11th St | | | | | | | | | | | | | | | | |
| 11th St 0.06 7800 G 97% 1% 1% 1% 1% 1% 0% F 0.095 F 0.535 8200 G 200 | 5253) 11th St | 0.31 | 2700 | G | 97% | 1% | | 1% | 0% | С | 0.127 | F | 0.549 | 2800 | G | 200 |
| 11th St | 139 | | | | To | | | | | | | | | | | |
| 17th-North St 0.13 2100 G 97% 1% 1% 1% 1% 0% F 0.104 F 0.559 2200 G 200 | 11th St | 0.06 | 7800 | G | | 1% | | 1% | 0% | F | 0.005 | F | 0.535 | 8200 | G | 200, |
| 11Th-North St | 139 | 0.00 | 7000 | G | 31 70 | 1 /0 | 170 170 | 1 /0 | 0 70 | ' | 0.033 | • | 0.555 | 0200 | J | 2002 |
| Fisher Rd 0.14 1300 G 97% 1% 1% 1% 1% 0% 0% F 0.102 F 0.683 1400 G 200: | | | | | | | | | | | | | | | | |
| Fine | (5253) 11Th-North St | 0.13 | 2100 | G | | 1% | | 1% | 0% | F | 0.104 | F | 0.559 | 2200 | G | 2002 |
| Fisher Rd 0.14 1300 G 97% 1% 1% 1% 1% 0% F 0.102 F 0.683 1400 G 200. Pine St | | | | | | | | | | | | | | | | |
| Peppers Ferry Rd | Eighor Pd | 0.14 | 1200 | G | <u> </u> | 10/ | | 10/_ | 0% | _ | 0.102 | _ | 0.683 | 1400 | G | 200 |
| Pepers Ferry Rd Pepers Fer | 139 | 0.14 | 1300 | G | | 1 /0 | | 1 /0 | 0 70 | ' | 0.102 | • | 0.003 | 1400 | J | 200 |
| Cove Rd 0.52 2600 G 98% 0% 1% 1% 0% 0% 0% 0% C 0.094 F 0.531 2700 G 2000 | | | | | | | | | | | | | | | | |
| Holston Rd 190 | Cause Del | 0.50 | 0000 | _ | | 00/ | | | 00/ | _ | 0.004 | _ | 0.504 | 0700 | 0 | 2000 |
| Holston Rd | 5255) Cove Rd | 0.52 | 2600 | G | 98% | 0% | 1% 1% | 0% | 0% | C | 0.094 | г | 0.531 | 2700 | G | 200 |
| Second 1000 G 98% 0% 1% 1% 0% 0% F 0.097 F 0.512 1100 G 2000 | <u> </u> | | | | From: | | Holston Rd | | - | | | | | | | |
| 30 Mi. N Holston Rd 1/2 | 5255) Cove Rd | 0.32 | 1200 | G | 98% | 0% | 1% 1% | 0% | 0% | F | 0.094 | F | 0.550 | 1300 | G | 2002 |
| Cove Rd 0.29 1000 G 98% 0% 1% 1% 0% 0% F 0.097 F 0.512 1100 G 2000 | 138 | | | | To | | .30 Mi. N Holston | Rd | - | | | | | | | |
| Substitute Sub | 5255 Cove Rd | 0.29 | 1000 | G | | 0% | | | 0% | F | 0.097 | F | 0.512 | 1100 | G | 2002 |
| Spring St 0.30 1800 G 98% 0% 1% 1% 0% 0% F 0.112 F 0.741 1900 G 2000 | 130 / | | | | | | | | | | | | | | | |
| Spring St 0.30 1800 G 98% 0% 1% 1% 0% 0% F 0.112 F 0.741 1900 G 2000 | | | | | From: | | | | | | | | | | | |
| Spring St Spri | 5256) Spring St | 0.30 | 1800 | G | <u> </u> | 0% | | 0% | 0% | F | 0.112 | F | 0.741 | 1900 | G | 2002 |
| Spring St 0.54 2300 G 98% 0% 1% 1% 0% 0% F 0.120 F 0.613 2400 G 2000 Spring St 0.54 2300 G 98% 0% 1% 1% 0% 0% 0% F 0.120 F 0.613 2400 G 2000 Spring St 0.06 1500 G 98% 0% 1% 1% 0% 0% 0% F 0.106 F 0.617 1600 G 2000 Spring St 0.06 1500 G 98% 0% 1% 1% 0% 0% 0% F 0.106 F 0.617 1600 G 2000 Spring St 0.06 1500 G 98% 0% 1% 5% 1% 0% F 0.099 F 0.515 3700 G 2000 Spring St 0.19 6600 G 93% 0% 1% 5% 1% 0% F 0.098 F 0.555 6900 G 2000 Spring St 0.19 6600 G 93% 0% 1% 5% 1% 0% F 0.100 F 0.606 6400 G 2000 Spring St 0.19 5900 G 93% 0% 1% 5% 1% 0% F 0.098 F 0.607 6200 G 2000 | 139 | 0.00 | | _ | | - / 0 | | - / 0 | | • | ·· - | • | • • | | - | |
| To | Carina Ct | 0.54 | 2200 | | | 00/ | | 00/ | 00/ | | 0.400 | | 0.640 | 2400 | | 2000 |
| Till St Tazewell St 0.06 1500 G 98% 0% 1% 1% 0% 0% F 0.106 F 0.617 1600 G 2000 | 5256) Spring St | 0.54 | 2300 | G | | υ% | | υ% | ∪% | F | 0.120 | F | 0.013 | ∠400 | G | 200 |
| Tazewell St 0.06 1500 G 98% 0% 1% 1% 0% 0% F 0.106 F 0.617 1600 G 2000 Monroe St | | | | | | | | | | | | | | | | |
| To Monroe St South St St St St St St St St | | 2.22 | 4=0- | _ | <u> </u> | 001 | | 001 | 001 | _ | 0.400 | _ | 0.04= | 1000 | ^ | 000 |
| From 12Th St US 11 | 1 azewell St | 0.06 | 1500 | G | | υ% | | υ% | υ% | F | 0.106 | F | 0.617 | 1600 | G | 200 |
| Monroe St 0.31 3500 G 93% 0% 1% 5% 1% 0% F 0.099 F 0.515 3700 G 2000 State | | | | | | | Monroe St | | | | | | | | | |
| To: 4Th St US 21 Second Display="1" color="1" color=" | <u> </u> | | | | <u> </u> | | | | | | | | | | | |
| All St US 21 St US US 21 St US US 21 St US US 21 St US | Monroe St | 0.31 | 3500 | G | | 0% | | 1% | 0% | F | 0.099 | F | 0.515 | 3700 | G | 200 |
| Monroe St 0.19 6600 G 93% 0% 1% 5% 1% 0% F 0.098 F 0.555 6900 G 2000 St Street | <u> </u> | | | | | | | | | | | | | | | |
| 18t Street 18t | Monroe St | 0.40 | 6600 | • | | Λ0/ | | 10/ | 00/ | _ | 0.000 | _ | 0 555 | 6000 | _ | 200 |
| St Street N St | 5258) IVIOITIOE ST | 0.19 | 0000 | G | | U% | | 170 | U% | F | 0.098 | г | 0.555 | 0900 | G | 200 |
| Monroe St 0.15 6100 G 93% 0% 1% 5% 1% 0% F 0.100 F 0.606 6400 G 2000 | _ | | | | | | | | | | | | | | | |
| To: N 5Th St From: STh St 5258 Monroe St 0.19 5900 G 93% 0% 1% 5% 1% 0% F 0.098 F 0.607 6200 G 2000 | Monroe St | 0.15 | 6100 | G | | 0% | | 1% | 0% | F | 0 100 | F | 0 606 | 6400 | G | 2001 |
| 5Th St | 139 | 0.10 | 0.00 | - | | 3 /0 | | 1 /0 | 7,0 | • | 5.100 | • | 0.000 | 3 100 | 9 | _00 |
| 5258 Monroe St 0.19 5900 G 93 0% 1% 5% 1% 0% F 0.098 F 0.607 6200 G 2003 | | | | | | | | | | | | | | | | |
| 130 / | 5258) Monroe St | 0.19 | 5900 | G | 93% | 0% | | 1% | 0% | F | 0.098 | F | 0.607 | 6200 | G | 200 |
| | 139 | | | | | | | | 1 | | | | | | | |

| | | | | | VV | yune ivia | untenance | e Area | | | | | | | | |
|-------------------|--------|------|----|--------------|---|-----------|---------------|----------|--------|----|--------------|----|---------------|-------|-----|--------|
| Route | Length | AADT | QA | 4Tire | Bus | | Tru 3+Axle | | 2Trail | QC | Peak Hour | QK | Dir Factor | AAWDT | QW | Year |
| own of Wytheville | | | | _ | | | | | | | | | | | | |
| Peppers Ferry Rd | 0.46 | 7200 | G | 93% | 0% | 1% | 11Th St 5% | 1% | 0% | С | 0.094 | F | 0.504 | 7600 | G | 2002 |
| 139) | | | | To: | | (| Cove Rd | | | | | | | | | |
| Peppers Ferry Rd | 0.67 | 6200 | G | 93% | 0% | 1% | 5% | 1% | 0% | F | 0.096 | F | 0.505 | 6400 | G | 2002 |
| $\widehat{}$ | | | | From: | | | mp to I-77 | | - | | | | | | | |
| Peppers Ferry Rd | 0.19 | 1500 | G | 93 <u>%</u> | 0% | 1% | 5% | 1% | 0% | F | 0.102 | F | 0.596 | 1500 | G | 2002 |
| | | | | To: From: | | | Wytheville | | | | | | | | | |
| | 0.47 | | | From: | | JB-139 E | ECL Wyther | ville | | | N 1.0 | | | NIA | | |
| Pepers Ferry Rd | 0.47 | NA | | . — | | | | | | | NA | | | NA | | |
| | | | | To: | 98- | -610 JB-1 | 39 ECL Wy | theville | | | | | | | | |
| | | | | From: | | Mai | n St US 11 | | | | | | | | | |
| 260) 12th St | 0.29 | 2800 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.109 | F | 0.602 | 3000 | G | 200 |
| 39/ | | | | To: | | J | Jnion St | | | | | | | | | |
| | | | | From: | | | 12Th St | | | | | | | | | |
| 260) Union St | 0.30 | 2800 | G | 95% | 1% | 2% | 1% | 1% | 0% | F | 0.111 | F | 0.553 | 2900 | G | 200 |
| 260) Union St | | | | т | | | | | | | | | | | | |
| ` .w.: o. | 0.50 | | | From: | 40/ | | 4Th St | 40/ | | _ | 0.400 | | 0.540 | 0000 | | |
| Withers St | 0.56 | 3600 | G | 95% | 1% | 2% | 1% | 1% | 0% | С | 0.103 | F | 0.546 | 3800 | G | 200 |
| | | | | To: | |] | 11Th St | | | | | | | | | |
| | | | | From: | | M | arshall St | | | | | | | | | |
| 261) 4th St | 0.31 | 2400 | G | 95% | 0% | 1% | 2% | 2% | 0% | F | 0.116 | F | 0.567 | 2600 | G | 200 |
| 261) 4th St | | | | т | | | r:1 G: | | | | | | | | | |
| | 0.00 | | | From: | 00/ | | ithers St | 00/ | | | 0.000 | | 0.500 | 0.400 | | |
| 261) 4th St | 0.30 | 2900 | G | 95% | 0% | 1% | 2% | 2% | 0% | F | 0.098 | F | 0.522 | 3100 | G | 200 |
| | | | | To- | | US | 11 Main St | | | | | | | | | |
| | | | | From: | | | 4Th St | | | | | | | | | |
| Marshall St | 0.91 | 1900 | G | 95% | 0% | 1% | 2% | 2% | 0% | С | 0.098 | F | 0.577 | 2000 | G | 200 |
| 139/ | | | | To: | | Mai | n St US 11 | | | | | | | | | |
| | | | | From: | | US 1 | 1 Lee Hwy | | | | | | | | | |
| Pine St | 0.38 | 1900 | G | 99% | 0% | 1% | 0% | 0% | 0% | С | 0.103 | F | 0.57 | 2000 | G | 200 |
| 264) Pine St | 0.00 | | _ | | • | | | | | | 01.00 | • | 0.0. | | • | _00 |
| $\overline{}$ | | | | From: | | | 21 4Th St | | | | | | | | | |
| 264) Pine St | 0.44 | 360 | G | 99 <u>%</u> | 0% | 1% | 0% | 0% | 0% | F | 0.114 | F | 0.517 | 380 | G | 200 |
| 39) | | | | To: | | F | isher Rd | | | | | | | | | |
| | | | | From- | | S | pring St | | | | | | | | | |
| 16th St | | 150 | G | | | | F 0 | | | | 0.108 | F | | 160 | G | 200 |
| | | | _ | To: | | Fr | anklin St | | 1 | | | - | | | _ | |
| | | | | From: | | | | | - | | | | | | | |
| 0 | | | _ | FIOIII. | | Was | shington St | | | | | _ | | | _ | |
| Church St | | 1000 | G | _ | | | | | | | 0.116 | F | | 1100 | G | 200 |
| | | | | To: | | W | ithers St | | | | | | | | | |
| | | | | From: | | 1 | 11Th St | | | | | | | | | |
| Mountain View Dr | | 710 | G | - | | | | | | | 0.097 | F | | 750 | G | 200 |
| | | | | To: | |] | 13Th St | | | | | | | | | |
| | | | | From: | | | | | | | | | | | | |
| Cailler Ct | | 150 | G | | | | 5Th St | | | | 0.121 | _ | | 160 | G | 200 |
| Spiller St | | | | | | | | | | | 0.121 | - | | inii | (- | /(1(1) |
| Spiller St | | 150 | • | | | | 3Rd St | | | | 0.121 | • | | 100 | • | 200 |